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An ideal Beverage for Rheumatic Invalids.
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Milk Stout

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IN MANCHURIA

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IN HONGKONG

HONGKONG HOTEL

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her face cool and unflushed
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"HAZELINE" ROSE FROST

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BURROUGHS WELLCOME & CO.
(Proprietors: The Wellcome Foundation Ltd., London, Eng.)
LONDON AND SHANGHAI.TRANS-ATLANTIC
ATTEMPTS.MYSTERY OF THE "ST.
RAPHAEL."

[BRITISH WIRELESS SERVICE.]

RUCRY, September 2nd.

There is still no news of Colonel
Minchin, Captain Hamilton, and
Princess Lowenstein-Wertheim, who
set out from Upavon, England, on
Wednesday morning, to fly to
Canada in the *Saint Raphael* mono-
plane.The Canadian Marine Depart-
ment states that the whole Canadian
coast, as far as 300 miles north
of Belle Isle, has been combed, but
all radio stations have reported
absolutely no word of the *Saint
Raphael*. It is considered more
likely now that the machine has
been compelled to descend in the
Atlantic.The weather in the Atlantic has
undergone a decided change for the
worse in the last 24 hours. Almost
exactly in the middle of the
Atlantic, and in the northern area
through which the *Saint Raphael*
would attempt to fly, there de-
veloped today a very marked centre
of bad weather. This would mean
that for an area of at least 600
miles on the probable route, strong
winds were blowing, with cloud and
rain. In a rough sea the collapsible
boat which the *Saint Raphael* car-
ried would be launched with dif-
ficulty, and could probably be kept
afloat only with great skill and effort.In the western part of the
Atlantic, and off the coast of New-
foundland, the weather has slightly
improved, owing to the disap-
pearance of fog, so that if the *Saint
Raphael* got well across the Atlantic
the chances of being picked up are
better than if it had to come down
towards the middle. Nearer New-
foundland, there are chances also
of being observed and picked up by
fishing boats, many of which do not
carry wireless, so that several days
might pass without news reaching
England.It is recalled that when the Eng-
lishman, Hawker, and his com-
panion, Grieve, were picked up in
the Atlantic in 1919, by a steamer
without wireless, it was a week
before news of their safety was an-
nounced.

[THROUGH REUTER'S AGENCY.]

Aeroplane Seen in Mid-Ocean.

The fate of the *Saint Raphael* re-
mains a mystery. The Air Ministry
has received a message from the
master of the steamer *Joshua May*
stating that an aeroplane which
may have been the *Saint Raphael*
passed over a point half way across
the Atlantic at 9.44 in the evening
(Greenwich Mean time) on the 31st
ult., while a New York message
states that a white light, possibly
belonging to an aeroplane was
sighted by a Dutch steamer 450
miles East-South-East of New York
at six in the morning (G.M.T.) of the
1st inst. The light was travel-
ling eastwards. If it belonged to
the *Saint Raphael*, the pilots had
evidently lost their course since the
machine was flying away from its
destination.

[REUTER'S AMERICAN SERVICE.]

U.S.A. Will To Lead a Hand.

WASHINGTON, September 2nd.
Mr. Weyner, acting Secretary of
the Navy, stated that owing to lack
of information as to the most prob-
able whereabouts of the *Saint
Raphael* it was practically impos-
sible for the American Navy to
search for her but if the British or
Canadian authorities requested as-
sistance the American Navy would
lend a hand.

Feeling of Revulsion.

NEW YORK, September 2nd.
A strong feeling of revulsion
against what is now considered to
be the exaggerated importance
attached to long distance, espe-
cially trans-oceanic flights is being
shown in several quarters of the
United States.At a meeting of the American
Bar Association at Buffalo it was
strongly announced that all coun-
tries should legislate in order to
stop the increasing loss of life.

RUSSIAN SHOT AT

WARSAW.

DISPUTE WITH RUSSIAN
LEGATION OFFICIAL.

[THROUGH REUTER'S AGENCY.]

WARSAW, September 2nd.
A Russian emigrant called at the
Russian Legation to seek informa-
tion regarding a passport. An at-
tention arose with a minor offi-
cial, whom the caller attacked with
a knife. The official then drew his
revolver and killed his assailant.Political complications are not
expected, as the incident occurred
between Russians, on Soviet terri-
tory.

FRENCH PREMIER.

[THROUGH REUTER'S AGENCY.]

PARIS, Sept. 2nd.
M. Briand has left for Geneva.

FRANCE AND SOVIET.

FRENCH GOVERNMENT'S
PROTEST.SOVIET DISAVOW AMBASSA-
DOR'S ACTION.

[THROUGH REUTER'S AGENCY.]

PARIS, Sept. 2nd.

The papers announce that reply-
ing to an energetic protest on
behalf of the French Government
against Comdr. Rakowski, the
Soviet's Ambassador in Paris,
having signed a manifesto of the
Third International urging the
Soviets to revert to a policy of
world revolution, M. Chicherin has
disavowed the Ambassador.THE FRENCH RAILWAY
DISASTER.DELIBERATE ATTEMPT AT
WRECKAGE.

[THROUGH REUTER'S AGENCY.]

PARIS, September 2nd.

The belief is growing that there
was a deliberate attempt to wreck
the Bordeaux express.
The rails had been loosened for
a distance of 24 yards.
The engine, tender and luggage
van overturned. Four pullmans
were left on the track. The line
was torn up for 45 yards.Sleeping passengers had a rude
awakening, as the train was
travelling at 80 miles an hour, but
they escaped with merely a shaking.LEAGUE'S OFFICIAL
RECOGNITION OF
PRESS.

PROPERTY IN NEWS.

[THROUGH REUTER'S AGENCY.]

GENEVA, September 2nd.

The League Council has passed
a resolution approving the Press
Conference report. It proposes to
ask the Assembly to include in its
budget the credit necessary for the
enquiries and other work entailed
by the Press Conference report.
Lord Burnham thanked the
Council for the official League re-
cognition of the Press as a national
and international institution. Re-
ferring to property in news, he
said he hoped a common rule of
justice might be established by all
nations.Herr Stresemann, Sir Austen
Chamberlain, and M. Paul Bon-
cour, spoke appreciatively of the
role of the Press.SIR ROBERT JARDINE'S
ESTATE.

[THROUGH REUTER'S AGENCY.]

LONDON, September 2nd.

Sir Robert Buchanan Jardine
left estate valued at £1,831,000.

[BRITISH WIRELESS SERVICE.]

RUCRY, September 2nd.

The estate of the late Sir Robert
Jardine, head of the China trading
firm of Jardine, Matheson & Co.,
has been valued for probate
at £1,831,479.It is understood that, in addi-
tion, Sir Robert Jardine owned
important estates abroad.

U.S. MINISTER.

MR. MACMURRAY GOING
HOME TO REPORT.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Sept. 2nd.

President Coolidge expects Mr.
MacMurray, Minister to China,
shortly to return to the United
States to report on Chinese condi-
tions.

OVER MEXICO.

U.S. AVIATORS RELEASED BY
AUTHORITIES.

[REUTER'S AMERICAN SERVICE.]

SAN ANTONIO, TEXAS, Sept. 2nd.

Capt. Reynolds and Staff-Serg.
Newlands have been released and
flew back to Fort Sam Houston.

Order For Release.

Mexico City, Sept. 2nd.

The Treasury has instructed the
Customs to release Reynolds and
Newlands provided they are satis-
fied the airman's luggage was not
connected with smuggling.

CUBAN SUGAR.

PRESIDENT OF CUBA'S
ACTION.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Sept. 2nd.

The Times reports that General
Machado, President of Cuba, con-
templates the creation of a Board
to regulate the sale of Cuban sugar,
thus taking the control of the crop
from the hands of American in-
terests.He also intends to send a repre-
sentative to other large sugar
exporting countries with a view
to achieving the universal limita-
tion of production.Established 1914
KelvinatorTHE GREATEST ACHIEVEMENT OF ELECTRICAL
REFRIGERATIONKELVINATOR SELF-CONTAINED
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EXCHANGE BUILDING.

ENGLISH GIRLS NOW
TALLER.

INCREASE OF TWO INCHES.

[BRITISH WIRELESS SERVICE.]

RUCRY, Sept. 2nd.

That the English girl is grow-
ing taller, was the interesting
statement made to-day to the An-
thropology Section of the British
Association by Mr. Parsons, Pro-
fessor of Anatomy at London Uni-
versity.He said that twenty years ago
he measured the height of 150
students of the School of Medicine
for Women, and found their aver-
age to be 5 feet, 3 inches.Ten years later, their successors
at the school had put up a height
average by more than an inch.
This year, he had measured 150
nurses and massage students at
Saint Thomas' Hospital, and their
average height was 5 feet, 4 1/2 in-
ches.In twenty years, therefore, there
has been a gain in average height
of practically two inches.
In regard to men, Mr. Parsons
said that for the past twenty
years, his students at Saint
Thomas' Hospital had maintained
an average height of 5 feet, 9
inches.ARGENTINE FIREWORKS
FACTORY EXPLOSION.

[REUTER'S AMERICAN SERVICE.]

BUENOS AIRES, Sept. 2nd.

At least 11 persons were killed
in an explosion in a fireworks fac-
tory, which was completely de-
stroyed.

MEXICAN PRESIDENCY.

OBREGON'S CANDIDATURE
ENDORSED.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, Sept. 2nd.

The Mexican labour party at a
convention unanimously endorsed
ex-President Obregon's candidature
for the presidency.

EXCHANGE.

CLOSING QUOTATIONS.

September 3rd, 1927.

On LONDON—

Telegraphic Transfer ... 1/11 1/2

Bank Bills, on demand ... 1/11 7/16

Bank Bills, at 30 days' sight ... 1/11 1/2

Bank Bills, at 4 months' sight ... 1/11 1/2

Bank Bills, at 6 months' sight ... 1/11 1/2

On PARIS—

Telegraphic Transfer ... 1/11 1/2

Bank Bills, on demand ... 1/11 1/2

Bank Bills, on demand ... 1/11 1/2

On CALCUTTA—

Telegraphic Transfer ... 1/11 1/2

Bank Bills, on demand ... 1/11 1/2

Bank Bills, on demand ... 1/11 1/2

On BOMBAY—

Telegraphic Transfer ... 1/11 1/2

Bank Bills, on demand ... 1/11 1/2

Bank Bills, on demand ... 1/11 1/2

On YOKOHAMA—

On demand ... 1/11 1/2

On demand ... 1/11 1/2

On demand ... 1/11 1/2

On demand ... 1/11 1/2

On demand ... 1/11 1/2

On demand ... 1/11 1/2

On demand ... 1/11 1/2

On demand ... 1/11 1/2

POSTE RESTANTE.

UNCLAIMED CORRESPON-
DENCE, &c.A Post Office Notification, of
Saturday's date, shows that the
following unclaimed correspondence,
etc., is awaiting claimants
at the G.P.O.:

R. T. Boffa, Raul Bigazzi, E.

Bolton, J. J. Booth, E. K. G.

Briant, M. L. Brodie, Alex Black,

S. F. Burdett, G. Bonavita, M. F.

J. J. Baily, A. W. Coverdale, D.

Y. Costan, H. A. Epstein, Fong

Sau Ling, Miss M. Girdstone,

Go, Shu & Co. (books), Major

F. A. Hamer, W. M. Hewlett, M.

Ida, S. Jones, R. M. Johnson,

Theo. Lowther, L. V. Lloyd, H. A.

Monro, L. W. Malby, Mrs. A.

Moore, M. M. Morgan, E. Maun-

cio, Leo Nagel, Giovanni Nicolis,

Mme. Ponsau, Miss Rose Pinet,

Capt. B. Pritchard, C. E. Richard-

son, W. W. Stark, C. Trucano, J.

H. Turbill, H. Ward.

Unpaid Correspondence.

A. Gabarela, D. Garcia, Khaj-
Singh, M. B. Long, G. Mack, Rev.E. W. L. Martin (St. Stephen's
College), Miss G. McNider (1st
C.B.S. Guides).

Registered Articles.

Miss E. Adair (H.K. Hotel), M.

L. Brodie, A. Chauviere (Hong
Kong Hotel), Antonio Cadiz, Chan

Wai Yiu (H.K. University), H. L.

Huang, H. D. Law, Mrs. E. N.

Litvickoff, Bishan Singh (Indian
School).

Parcels.

Fung Ng Mui, Y. C. Ling.

TURKISH DELIGHT.

GENIAL PRESIDENT WATCHES
DANCING AT CONSTAN-
TINOPLE.

CONSTANTINOPLE.

The Ghazi (President) seems to
be taking very kindly to the am-
enities of Constantinople, and he has
made a most favourable impression
upon the inhabitants, especially the
native Christians. He goes about
freely and with very little ostenta-
tion, and responds with obvious
pleasure to the cheers and applause
of the spectators who gather to see
him pass.On two or three occasions he has
dropped in unexpectedly and watch-
ed the dancing at a matinee of the
principal hotel in Therapia, and
he has also attended a performance
of a variety company in an open
air theatre at Taksim. It is stated
his health is greatly benefiting by
the change of air.—Reuter.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUCRY, September 2nd.

Paris ... 134

New York ... 4.88 1/32

Brussels ... 34.92

Geneva ... 25.21

Amsterdam ... 12.13 1/2

Milan ... 89.65

Berlin ... 20.43

Stockholm ... 18.10

Copenhagen ... 18.16

Oslo ... 18.67

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THE ORIENTAL STROLLING PLAYERS.

A really First Class Company specially engaged for the opening of the largest and most up-to-date theatre in the East, for European entertainment.

LEE THEATRE

(Percival Street)

Opening Night: September 13th, 1927.

Make a note of the Date and book your Seats early.

Booking at Moutrie's from Monday, September 5th.

Admission: \$3, \$2, \$1.



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THE SUN CO.
SINCERE CO.

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TEL. K. 155.

SOUTH MANCHURIA RAILWAY SUMMER HOLIDAY RESORTS IN SOUTH MANCHURIA

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OGONDAI.—Most beautiful and select Seaside Resort in the Far East. Two miles from Port Arthur. Formerly the Summer Resort of the high Russian officers and officials. Yamato Hotel and 20 villas and bungalows, mostly with detached servants' quarters. Excellent Bathing, Wonderful Scenery, Historic Battlefields, Relined and Diamonded Fort, Miles of charming walks and drives. Abundant Fishing Facilities. Orchestra twice a week. Best place for high-class families.

PORT ARTHUR.—Famous for its two memorable sieges and its beautiful and locked harbor. Exactly one hour's journey from Dairen by express train. Yamato Hotel (16 rooms). Beautiful place of historical and scenic interest to all a month with fresh walk or drive every day. Most healthy and salubrious spot in the Far East.

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Applications may be sent to the Hotel Managers at the various resorts or to THE SUPERINTENDENT OF HOTELS, Traffic Department, Cable Add., Manzhou or Szechuan SOUTH MANCHURIA RAILWAY, Dairen. Codes: A.R.O. 5th & 6th Fls. At Dairen and Port Arthur.

THE GREAT KRAKATAU ERUPTION.

STORY OF A TERRIBLE JAVANESE DISASTER.

August 27th, is the 44th anniversary of the Krakatau disaster, unique in the known history of the world. Briefly, it was a volcanic eruption of three months' duration and when the final explosions took place, an island area of land about eight square miles in extent and rising to a point 9,500 ft above sea level was thrown into the ocean, causing such a displacement of water that a wave or series of waves, the greatest at least 90 feet high, was created in the comparatively narrow Straits of Sunda. These waves swamped the neighbouring islands and coastlines and took a toll of close on 40,000 human lives.

The better to understand it we must realize that at one time the islands of Java and Sumatra were not separated by the ocean and the volcanic chain which extends down the entire length of both islands is in present days unbroken between the islands although covered by the shallow sea of the Straits of Sunda.

Mid-Ocean Upheaval.

Volcanic eruptions are common enough in this part of the world but the fact that the Krakatau eruption took place in mid-ocean, and gave enormous quantities of water access to the heated bowels of the earth, is responsible for the terrific extent of the disaster. Cabaton, the French historian of Java, sums up the catastrophe in this terse sentence—"It seemed as though the amazing convulsions of this unfortunate island would shatter the very foundations of the globe."

The island of Krakatau is a peak in this chain and appears as an island in the Straits. In common with other volcanic peaks it possessed a circular crater at the summit of its cone, but it was not this crater that started to erupt on Sunday, May 20th, 1883. An outbreak occurred at a lower level and presented for many weeks together the appearance of an active volcanic eruption without giving any indication of the terrible nature of the forces which it was to display three months later.

The Opening Stage.

People travelled from Batavia and other places to the west coast of Java in June to witness this magnificent sight of an island in eruption with columns and clouds of steam, smoke and lava dust shot into the sky by day and flames of fire by night. It became such a familiar sight that during July less notice was taken of it.

On Sunday, May 27th, an expedition from Batavia visited the island to find it covered in lava dust to the depth of several inches and the trees stripped of leaves and many branches. On August 11th, the island was visited by Capt. Fersenauer, of the Bantam survey, in a native boat. He was able to make a sketch of part of the island from the boat, but heavy masses of vapour and dust driven by the wind prevented him from examining other portions of the island. By this time the whole of Krakatau's forest appear to have been completely destroyed, only a few bare trunks being left standing above the thick layers of pumice and ash which near the shore were found to be 20 inches in depth.

The Apogee.

Its energies may even have abated somewhat in the earlier part of the month of August, but it is difficult to trace from existing available records whether this is so or not. However, on Sunday August 26th, the eruption assumed terrific proportions and reached its apogee the following day, after which all was still and silent, and thus it has remained since.

Owing to the terrible death toll and extinction of all life on land within a near radius of the calamity, we must look to the sea for records of the appalling nature of that Sunday and Monday. The safest people were those upon the sea in ocean-going vessels.

Let us try and picture the Straits as viewed from far up aloft. Krakatau has been deserted but the neighbouring island of Sebei is fairly well populated. Along the coast of Java and the southern extremity of the Lampong there are numerous villages with people going about their daily tasks. Telok Betong in Sumatra and Anjer in west Java are busy little seaport towns. In the centre of the Straits there lies that ash-covered smoking little island.

A Sailor's Description.

The *Prins Frederik*, homeward bound for Holland, has already passed through and every knot is taking her away from this world catastrophe. We must watch the *Charles Bal*. She is to be "heroine" of this mighty tale of sky and sea and will approach to within 10 miles of the cauldron and yet live through. Let us take the Master's own description:—"On the 26th about 6 a.m. passed Princes island, wind S.W. and some heavy rain. At noon W.S.W., weather fine, the island of Krakatau to the N.E. of us; but only a small portion of the N.E. point, close to the water,

showing: rest of the island covered with a dense black cloud. At 2.30 p.m. noticed some agitation about the point of Krakatau, clouds or something being propelled from the N.E. point with great velocity.

"At 3.30 we heard above us and about the island a strange sound as of a mighty crackling fire, or the discharge of heavy artillery at second intervals of time. At 4.15 p.m. Krakatau north half east, ten miles distant, observed a repetition of that noted at 2.30 only much more furious and alarming, the matter, whatever it was, being propelled with amazing velocity to the N.E. To us it looked like blinding rain and had the appearance of a furious squall of ash and fire. At once shortened sails to topsails and foresail.

"At 5 the roaring noise continued and increased. Darkness spread over the sky and a hail of pumice-stone fell on us, many pieces being of considerable size and quite warm. Had to cover up the skylights to save the glass while feet and head had to be protected with boots and sou-westers. About 6 o'clock the fall of larger stones ceased, but there continued a steady fall of a smaller kind.

Chains of Fire.

"At 11 p.m. having stood off from the Java shore, wind strong from the S.W., the island W.N.W. 11 miles distance became more visible, chains of fire appearing to ascend and descend between the sky and it, while on the S.W. end there seemed to be a continued roll of balls of white fire; the wind though strong was hot and choking sulphurous, with a smell as of burning cinders, some of the pieces falling on us being like iron cinders, and the lead from bottom of 30 fathoms came up quite warm.

"From midnight to 4 a.m. (27th) wind strong but very unsteady between S.W. and W.S.W.; the same impenetrable darkness but more explosive in sound, the sky one second intense blackness and the next a blaze of fire; mastheads and yard-arms studded with coruscants and a peculiar pinky flame coming from clouds which seemed to touch the mastheads and yard-arms. At 8 a.m. being able to make out the Java shore set sail passing Fourth Point lighthouse (Anjer) at 8. Hoisted our signal letters but got no answer. Passed Anjer at 8.30 name still hoisted, close enough in to make out the houses but could see no movement of any kind, in fact through the whole Straits we have not seen a single moving thing of any kind on sea or land.

A Great Wave.

"At 11.15 a.m. there was a fearful explosion in the direction of Krakatau, now over 30 miles distant. We saw a wave rush right on to the Button Island apparently sweeping right over the south part and rising half way up the north and east sides. The wave repeated twice, but the helmsman says he saw it once before we looked. The same wave seemed also to run right on to the Java shore.

"At the same time the sky rapidly covered in, the wind came strong from S.W. by S.; by 1.30 we were enclosed in a darkness that might almost be felt and at the same time commenced a downpour of mud and sand. At noon the darkness was so intense that we had to group our way about the decks and although speaking to each other in the poop yet could not see each other. This horrible state and downpour of mud continued until 1.20, the roarings of the volcano and the lightnings being something fearful.

A Cemented Ship.

"By 2 p.m. we could see some of the yards aloft, and the fall of mud ceased. By 5 p.m. the horizon showed out in the north and we saw west island bearing E. and N. just visible. Up to midnight the sky hung dark and heavy, a little sand falling at times, the roaring of the volcano very distinct, although in sight of the North Watcher (Babi) and fully 65 or 70 miles off it. Such darkness and time of it, in general, few would conceive and many I daresay, would disbelieve. The ship from truck to waterline is as if cemented, spars and sails, block and ropes in a terrible mess, but thank God nobody hurt or ship damaged.

"On the other hand how fares it with Anjer, Merak and other little villages on the Java coast?"

Results of Inquiry.

The Royal Society appointed a committee to collect information respecting the disaster and more especially to gather records from many parts of the globe of the subsequent effects of the eruption. Their findings were presented in a volume entitled "The Eruption of Krakatau and Subsequent Phenomena" published a few years after the disaster. In this they were greatly aided by the investigations and reports made by the Dutch mining engineer Verbeek at the instance of the Dutch Indies Government, and finally issued in book form in the Dutch and French languages entitled Krakatau.

(Continued on next column.)

LIMITATION OF POPULATION.

INFLUENCE OF MALTHUS.

"ONE WORLD CIVILISATION."

"Malthus' work on population is perhaps the most fruitful book that has ever been written," said Mr. H. G. Wells, speaking at a dinner of the Malthusian League at the Holborn Restaurant, on the occasion of the celebration of the fiftieth anniversary of the Bradlaugh-Besant trial of 1877, and the foundation of the Malthusian League. Mr. J. M. Keynes presided.

Mr. Wells, who proposed the toast of the League, said Malthus initiated the method of thinking of life in terms of species, and not of individuals. Darwin and Wallace owed vital suggestions to their reading of his book "It is notable," he said, "that a third conspicuous name cannot be grouped with Wallace and Darwin. It is because of an unfortunate defect of Karl Marx's reading, that a large part of 19th century Socialism became a cantankerous discussion of secondary issues." Admit the possibility of an effective control of population, and it was possible to consider life as a creative march towards one mighty world civilisation. Deny it, and there was nothing before mankind but a bickering, futile struggle for existence, for ever.

Mrs. Annie Besant, responding to the toast of "The Pioneers," which was proposed by Mr. R. S. Kerr, recalled incidents of the famous trial which she, in company with Charles Bradlaugh, underwent for republishing Dr. Knowlton's pamphlet "The Fruits of Philosophy." The pamphlet, she said, was a poor thing, but it represented the great principle of the right to discuss the population question, in order to grapple with the evils of poverty. There was, however, one regret which she believed that Bradlaugh would have shared with her—that a considerable number of well-to-do women, who were able to rear and educate children in admirable surroundings, preferred to limit the family for the sake of the inconvenience to themselves. It was a danger that threatened the English nation to-day.

Proposing "Malthus—in plain memoriam," the Chairman said the strange un-English-looking name was really "Malthouse." The battle which he instituted was practically won. Statistics showed that in our own lifetime the population of this island would cease to increase, and would probably diminish. In the future the problem of population would merge in the greater problems of heredity and eugenics.

The explosions were heard in the Philippines and in Japan. They were heard, though less loudly, as far as Europe and the tidal wave reached Mauritius and Madagascar where masses of cinders and huge fragments of pumice were carried by the ocean currents. Batavia, 100 miles from the scene of the disaster, was plunged into darkness at noon and the birds were observed to retire to roost in the trees.

It was estimated that matter from the volcano was shot into the air to a height of 30 miles and minute particles were floating about in the atmosphere causing remarkably brilliant sunsets and sunrises for months afterwards, even as far distant as England. The atmospheric wave caused by the explosion of the 27th encircled the globe four times before its traces were finally lost.—*Straits Times.*

QUEEN'S THEATRE

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Continuous from 2.30 to 11.15.

"BREACH OF THE PEACE."

200 FT. CLIMB UP CHIMNEY FOR A WAGER.

A wager that caused him to climb to the top of a chimney 200 ft. high resulted in a Glasgow man's appearance in the police court charged with a breach of the peace.

In a discussion with some friends regarding a war adventure, the amateur steeplejack suggested climbing the highest chimney in the district, which is at the Tharsis Sulphur and Copper Co.'s works.

Ladders erected from the ground to a copstone by repairs were ascended by the climber, who, when halfway up, showed the crowd what he could do in the way of "stunts" by holding on with one hand and waving a leg.

The hero of the exploit found on his descent that the police did not approve of his exhibition and he was taken into custody.

In admonishing the accused, the magistrate advised him not to be so foolish again.

SYDNEY LOOKING AHEAD.

WATER FOR POPULATION OF 5,000,000.

Sydney is growing so rapidly that the civic authorities have under consideration a water supply scheme for 5,000,000 people—about a million less than the total population of the Commonwealth at the present time. But it is not such a distant proposition after all, because statistical experts believe that Sydney will pass the 5,000,000 mark in 1974.

The scheme involves £24,000,000 in cash for the harnessing of Snowy River. A number of service reservoirs will be constructed, and also a huge dam which would mean the submergence of the township of Jinkanyne and a diversion of the popular tourist road to Mount Kosciuszko, in the Australian Alps.

The country with which the scheme is concerned is between 3,000 and 7,000 feet above sea level, and the water will be used for a hydro-electric power scheme on the way down.

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WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

SHIPMENT OF ORE FROM HONG KONG.

DISPUTE BETWEEN EXPORTER, IMPORTER AND
ULTIMATE PURCHASER.

ARBITRATION IN LONDON.

CASE OF IMPORTANCE TO ALL
LOCAL MERCHANTS.

The action brought by a London firm, Messrs. John Batt & Co., Ltd., against Messrs. Silva Netto & Co., exporters of Hong Kong, was continued before the Puisse Judge (Mr. Philip Jacks) in the Summary Court on Friday afternoon.

The plaintiffs claimed \$893 as damages under an alleged breach of contract for the sale of 75 tons of Chinese Antimony Sulphide Ore.

Mr. L. R. Andrews, of Messrs. Johnson, Stokes & Master, appeared for the plaintiffs and Mr. C. G. Alabaster, K.C., instructed by Messrs. Leo d'Almada & Nephew, represented the defendants.

The facts of the case were that the ore was shipped on certificate by a Hong Kong analyst that it contained between 50/55 per cent. of antimony. The shipment was resold by Messrs. Batt & Co., to a third party, Messrs. Hallett & Sons, who claimed an allowance on the ground that the ore contained an unduly large percentage of oxide, that it was antimony oxysulphide ore, instead of antimony sulphide ore, as ordered.

That it contained the correct percentage of antimony was not disputed.

In the course of cables and letters exchanged, Messrs. Silva Netto & Co. suggested referring the matter to arbitration. This was done but the arbitration took place between Messrs. Batt & Co. and their sub-purchasers, Messrs. Hallett & Sons, the arbitrator awarding the amount which Messrs. Batt & Co. now sought to recover from Messrs. Silva Netto & Co.

Plaintiffs' solicitor submitted that, having suggested arbitration, Messrs. Silva Netto were bound to accept the verdict if it went against Messrs. Batt & Co. and reimburse them.

At the last hearing Mr. Alabaster submitted that the defence had no case to answer because the arbitration did not take place on defendants' contract but upon a different contract, between Messrs. Batt & Co. & Messrs. Hallett & Sons. This contract (although not produced in Court) appeared to be entirely different because Messrs. Hallett & Sons bought the ore for a special purpose which was not communicated to the suppliers.

They wanted it to "grade up some oxide ore" of which they happened to have a great deal on hand and they alleged that the particular shipment of antimony sulphide ore which formed the subject of this dispute contained too much oxide to be suitable for their purpose.

The defence, on the other hand, argued that the ore was only sold on the usual basis of its antimony content, and that it fulfilled requirements in this respect.

At the opening of Friday's hearing the Judge intimated that he had come to the conclusion that the defence had a case to answer.

Case For The Defence.

Mr. Alabaster opened the case for the defence by referring to the case of *Jones v. Patel* (24 Q.B.D. p. 680), as a leading case on the question of "merchantable quality." He said that the effect of the decision was that if the goods supplied were merchantable for ordinary purposes it was quite sufficient, even if they were not suitable for the purpose of a particular buyer, unless that particular purpose was communicated to the supplier. In the present case the special purpose was never mentioned to the supplier. It was undisputed that the ore supplied was of the metallic percentage called for; it was merchantable in the ordinary sense, and that Messrs. Hallett & Sons wanted it for a particular purpose, for which apparently it was not suitable, did not affect the issue. The defendants fortunately had retained samples of the shipment and had also had samples analysed before dispatch, so that expert evidence was available to prove that the ore was antimony sulphide of a certain percentage.

Mr. Alabaster was about to call expert evidence when Mr. Andrews intimated that he would object to such evidence being heard. Mr. Alabaster was setting out to prove something which had been already proved and decided. The defendants selected the course of getting a specialist at home, an arbitrator, to decide on the quality of the ore. This decision had been made, and having suggested it, the defendants were now stopped from contesting the quality of the ore.

Mr. Alabaster: The other side has no right to state that we have broken our contract and that it has been so decided. Our contract has never been before an arbitrator.

We are prepared to prove that we did deliver the goods called for in our contract. That is all I am going to prove.

The Judge remarked that it seemed to depend on whether the contracts between Messrs. Batt & Messrs. Hallett, and Messrs. Silva Netto and Messrs. Batt, were in the same terms.

Mr. Alabaster disputed this, referring again to the case of *Pontifex v. Ford*, quoted at the last hearing, to show that arbitration should be held on the contract actually in dispute.

The Judge said he had found another case which seemed to establish a precedent to the contrary.

Mr. Andrews urged that if "A" and "B" arbitrated by direction of "C," "C" must stand by the result.

Mr. Alabaster: But they did not submit to arbitration the question whether we had made a good delivery under our contract. We are absolutely at their mercy out here; we did not know what they did in London, but we do know that they did not submit our contract to arbitration.

Mr. Andrews: We were not asked to.

Mr. Alabaster: The plaintiffs have not submitted a copy of their contract with Messrs. Hallett. It is up to them, if they send 10,000 miles to prove their case, to send also proof that there was not a difference between the two contracts. The documents that they submit go to show that the contract was different, and that the purchase by Messrs. Hallett was for a special purpose.

It was very necessary to the interests of Hong Kong merchants (continued Mr. Alabaster) that they should be allowed to prove that they sold what they contracted to sell. They had no control over what happened in London; in this case the Hong Kong contract was not submitted to arbitration and the Hong Kong view was not represented. Messrs. Batt represented their own position and made no attempt to meet Messrs. Hallett & Sons' submission that they were the ore for a special purpose.

Mr. Alabaster went on to quote from the correspondence showing that Messrs. Batt knew of this special purpose.

The Judge: But, supposing they did, they only sold them "Chinese Antimony Sulphide Ore." It is necessary that it should be of merchantable quality.

Mr. Alabaster: And we want to prove that it was merchantable in that it contained a certain proportion of the metal.

The Judge: Was the whole cargo tested here?

Mr. Alabaster: We had a fair sample taken. There was no suggestion that the whole was examined in London either; they only took samples there also.

After further argument the Judge said he would let the defence go on with their evidence and then he would have to consider the point of the separate contract.

Mr. Andrews: Will your Lordship note that I object to any evidence being given as to the quality of this ore and my reason for objecting is that the quality has already been decided upon in a manner selected by the defendants themselves.

The Judge noted the objection and evidence for the defence was then called.

Expert Evidence.

Mr. Chu Po Yan, Laboratory Assistant to Mr. A. C. Franklin, Analyst, spoke to having taken samples before shipment of the ore in dispute. The witness described the methods by which the taking of a representative ten per cent. sample was secured. The shipment was antimony sulphide ore, similar to samples produced in Court.

Mr. A. C. Franklin, F.I.C., metallurgist and analyst, said he received from the last witness samples for analysis and he analysed them for metallic content. They came up to the required percentage. The ore was sulphide and not oxide. Oxide ore was absolutely different in appearance, colour, lustre and in every way.

The Judge: How much oxide might be present (without being noticed, superficially), in what could be described as "good merchantable sulphide ore?"

The witness: I should not like to state any definite figure. It is a question which very seldom, if ever, arises. I have not known of a shipment before in which it was asked that the sulphur content should be tested for. All shipments from here are based on the percentage of antimony. The shipper, as well as the analyst, knows he is dealing with a sulphide ore.

(Continued on next column.)

RENTS FOR WATER METERS.

REGULATIONS AND CHARGES FOR 1928.

It is notified in the *Government Gazette* that the regulations made by the Governor in Council under section 23 of the Waterworks Ordinance, 1903, are further amended by the rescission of Regulation 3 and the substitution of the following regulation therefor:

The following rent shall be paid into the Treasury for the use of meters:

4" Meter	.....	\$80 per annum.
3" "	.....	39 "
2" "	.....	27 "
1 1/2" "	.....	20 "
1" "	.....	13 "
3/4" "	.....	11 "
1/2" "	.....	8 "
3/8" "	.....	6 "

The said rent shall be payable yearly in advance.

Rent for any portion of a year shall be calculated on the basis of a monthly rate, equal to one twelfth of the annual rate, and any portion of a month shall be counted as a full month.

In the event of the removal of a meter (otherwise than for the purpose of repair, alteration or testing) the Treasurer will, on production of the receipt for meter rent and a certificate by the Water Authority as to the date of removal of the meter, refund a sum equivalent to the rent for the unexpired portion of the current year, exclusive of any portion of a month.

The Water Authority shall be entitled to prescribe the size of meter which shall be fixed for measuring the supply to any premises.

This regulation shall come into operation on the 1st day of January, 1928.

In reply to further questions by the Court, Mr. Franklin said that if there was a large percentage of oxide the ore would lose its original colour. Mr. Franklin produced a "muscum specimen" which he said was a sulphide ore that, by process of nature, was changing to an oxide. The glittering crystals of the specimen were sulphide of antimony; the brownish, earthy-looking material was oxide. He would describe this as a "partly oxidised sulphide ore." In a few centuries it might be all oxide.

Mr. E. R. Dovey, Government Analyst, said as would describe the ore produced as a sulphide ore. He would say that by appearance, it was a good merchantable sulphide ore. He had never heard of the ore being sold except on its metallic content. As the process of oxidation went on, the sulphide disappeared. It was a replacement; the two did not exist together.

Mr. Andrews did not cross-examine the expert witnesses.

Mr. A. E. B. Silva Netto said he saw the shipments during packing and took some samples himself. Some of the ore had a specially high metallic content. He had no knowledge of any special purpose for which this antimony ore might be required in London. The ordinary purpose was of extracting the metallic content. The witness gave figures to show that the plaintiffs resold the ore at a profit of 22 1/2% on the 75 tons.

Mr. Andrews said he wished to ask the witness a few questions without affecting his objection to the admission of evidence as to the condition of the ore. He proceeded to cross-examine the witness to show that Messrs. Batt made a genuine effort to acquaint the defendants with all the details, in order to assist them in coming to a decision as to the best method of solving the difficulty which had arisen as a result of the claim by Messrs. Hallett.

The witness disagreed, pointing out that in the telegrams Messrs. Batt asked for an allowance of 24 per cent, whereas the allowance awarded of 1s. per unit worked out at 28.10 per cent.

Mr. Andrews: You felt so confident you had sent good merchantable sulphide that you were prepared to pay damages if in fact it was not sulphide?—Yes.

Mr. Andrews: Apparently, from the correspondence, you wanted the plaintiffs to hold on to the ore on a falling market.

The witness replied that he could not come to a decision until the receipt of full particulars by post.

Mr. Andrews: I think the correspondence shows that you intended the contract between Messrs. Batt and Messrs. Hallett to be arbitrated upon.

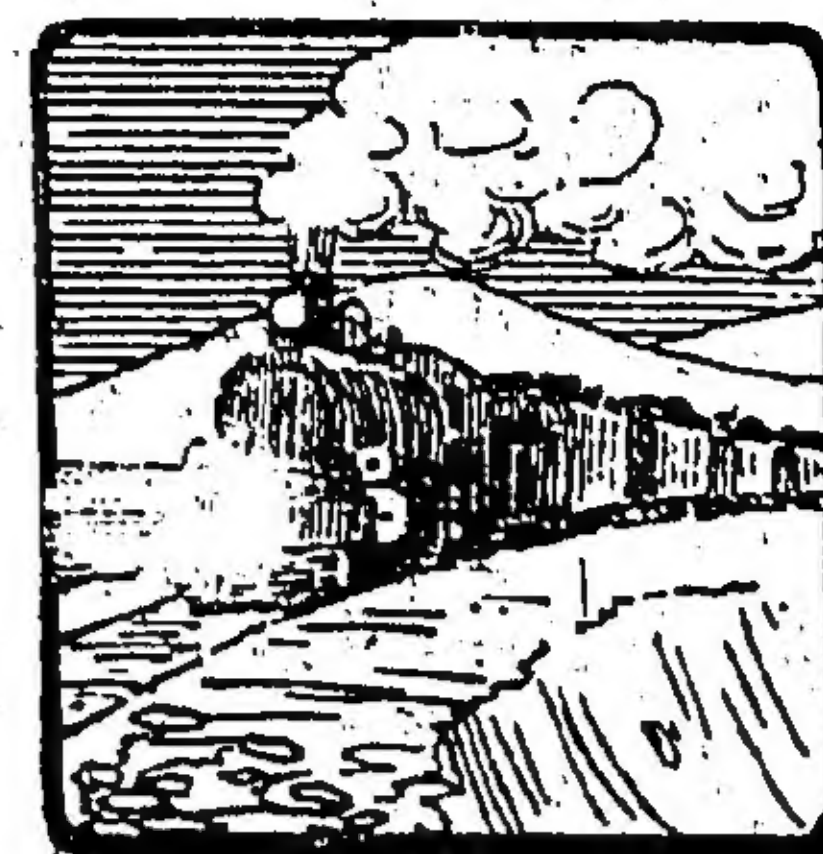
The witness: That was my intention. The witness added that he was also an importer and could look at the question from that point of view. When a dispute arose here between importer and Chinese dealer he looked to the supplier abroad for reimbursement after arbitration between the two parties in Hong Kong. If the suit went against the Hong Kong importer,

At this stage the hearing was adjourned until to-day.

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FARMING IN NEW TERRITORIES.

FERTILIZER FIRMS
INTERESTED.

AN EXPERIMENT PLANNED.

A novel offer was considered at the September meeting of the New Territories Agricultural Show Committee, held at Sheung Shui, on Saturday. The Rev. H. R. Wells, O.B.E., presided. Besides the European and Chinese members there were also present S. de Ossa, Chilean Chargé d'Affaires in China, who will act as Consul for Chile in Hong Kong on the departure of Senor Juan Guzman Chuchaga, and Senor D. A. Penafiel, Chilean Consulate Secretary and nitrate expert. Both these gentlemen were cordially welcomed by the Chairman on behalf of the Committee. Lady Ho Tung, at whose farm the meeting was held, regretted her inability to attend the meeting. The two consular officials are greatly interested in the Committee's work and are prepared to give free of charge sample consignments of natural and chemical fertilizers to the farmers of the New Territories.

Encouragement for Rice Cultivation.

Principal among the questions discussed on Saturday was an offer received from Mr. J. M. de Rocha, proprietor of the firm of importers and exporters, Messrs. J. M. de Rocha & Co. The offer was fully set out in a letter to the hon. English Secretary in which Mr. de Rocha in part states:—

"The members of your Committee are probably aware that my firm is largely interested in the export trade of rice from Hong Kong. From what I can gather, rice cultivation in the New Territories has not yet assumed such proportions as would allow of any appreciable quantity for export after providing for the needs of the peasants in the hinterland of Hong Kong. Still, one cannot tell what the encouragement given by the forthcoming Agricultural show may bring about in the future and I am hoping that some day Hong Kong grown rice will figure appreciably in the export statistics of Hong Kong."

With Mr. Rocha's main hope to see his hopes realised if not immediately, at least in the future, Mr. Rocha submitted to the Committee the offer of the 13 first prizes for the Rice Section of the exhibits. His second offer is to present a sufficient number of illuminated Award Certificates that might be printed or lithographed and presented to the successful exhibitors. The design of the certificate will, of course, be left to the Committee, but Mr. Rocha will defray the cost. The only condition imposed by the donor is that mention be made that the first prizes for the Rice Section are presented by the firm of Messrs. J. M. de Rocha & Co. Needless to say, after discussion, the Committee unanimously agreed to accept the generous offer, and the Hon. Secretary was directed to thank Mr. Rocha therefor.

Finance.

According to the Finance Sub-Committee's statement the cash balance available on the 31st ult. is \$400. Since the date of the last meeting but one the following subscriptions have been received:—

Lady Ho Tung, \$10; Mr. Wong Kam Fuk, \$10; Mr. Tong Tung, \$10; Mr. Wang Wing Tong, \$10. The disbursements to date amounted to \$31, of which \$75 is for Mr. Fung Kook's salary for the months of June, July and August at \$25 a month.

The Chinese Finance Sub-Committee reported sales of admission tickets to the total amount of \$127, of which \$97 had been collected, leaving \$25 to be paid. The individual receipts were from:

Mr. Pang Lok Sam, \$40; Mr. Tang Fan Shan, \$37; Mr. Tang Pak Kau, \$25; Mr. Wong Mun Shan, \$11; Mr. Tang Yau Shan, 6. Total, \$122.

Exhibition Building.

Mr. Tsai Po Tin reported the receipt of three tenders for the erection of the exhibition building according to plans prepared by Mr. L. Gibbs; the highest tender was for \$370 and the lowest \$650.

Chilean Government Offer.

Saturday's meeting was also notable for the fact that Senor S. de Ossa offered a prize for the competitive section on behalf of the Chilean Government, the conditions of the award to be left to the discretion of the Committee.

As already stated, Senores Ossa and Penafiel attended the meeting to offer their co-operation in connection with exhibits for the non-competitive section of the Show. Senor Ossa said that he had already telegraphed to his Government for an early shipment of two tons of natural fertilizers for presentation in small lots to exhibiting farmers of the New Territories. In the opinion of Senor Penafiel, a notable expert, if Hong Kong agriculturists could be persuaded to use the right kind of fertilizer they would see their products increase many times with the same amount of labour as now employed under the present primitive methods of the New Territories. Besides, fertilizers the Consular officials plan to send in commercial exhibits and products from Chile. Subject to arrangements to be concluded Senor Ossa will be prepared to engage a Chinese lecturer to explain the value and merits of these exhibits during the progress of the Show.

More important than the actual distribution of the fertilizers was the announcement of a practical demonstration of the increased productivity of the soil when treated with Chilean nitrate which is to be undertaken, and on this subject Senor Penafiel gave an admirable address to a large number of Chinese district representatives present at the meeting. Senor Penafiel will apply to Lady Ho Tung for a small patch of ground in which to conduct an experiment the result of which, he hoped, would be available for demonstration when the Show is held early in December. Through the Chairman, Senor Penafiel offered to teach any Chinese farmer in the New Territories who is willing to learn the use of nitrates for improving the soil, especially beneficial are his natural fertilizers in the cultivation of vegetables. The Chinese members appeared to take a great interest in the proposed experiments.

Accompanied by Mr. H. B. L. Dowling a site was selected by the Chilean gentlemen for the experiment and the hon. secretary (Mr. J. P. Braga) was directed to apply to Lady Ho Tung for the land in question.

Judges.

The meeting decided to invite the following gentlemen to assist the Show:—Mr. J. L. McPherson, Mr. Ho Kom Tong, Mr. Choa Po Sien and a Chinese gentleman (to be nominated by Mr. J. M. de Rocha) for judging the rice section.

New Members.

The following new members of the Committee, co-opted at the last meeting, were also present at the meeting on Saturday:—Mr. Hau Ting Hang for the district of Ho Sheung Heng, Mr. Li Tai Sang (Salkung), Mr. Man Ming Shi (San Tin), Mr. Man Po Tse (San Tin), Mr. Tang Chan Cheong (Kam Tin) and Mr. Tang Hang Tong (Ha Tung). Mr. Tang Fan Shan, of Loong Kiu Tau district, wrote regretting his inability to attend.

Gift of Seeds.

Mr. Fung Kei Cheuk presented the district representatives with several packets of seeds of tomato, cabbage, lettuce, kohi rabi, etc., for distribution among the farmers. Printed instructions in Chinese for planting the seeds were compiled by Mr. Fung and accompanied his gift to the farmers.

Next Meeting.

The Committee will meet again at Sheung Shui on Saturday, October 22nd, at 2.30 p.m.

CANTON RESUMES BUSINESS.

MORATORIUM ENDS.

PRO-CHIANG KAI SHEK DEMONSTRATIONS.

[FROM OUR CHINESE CORRESPONDENT.]

The Central Bank has issued a notice to the effect that the five days' moratorium has expired and it will now resume normal business. The Bank has greatly profited by the Government's high handed policy and its position has been stabilised. Before the crisis banks, money exchanges and indeed most firms in Canton worked with just sufficient of the Central Bank's currency to carry on business from day to day. Now, that they have to pay their assessments towards the \$10,000,000 levy in Central Bank notes there has been a big demand for them and as much as 10% is being paid. The economic situation is a great deal easier as a result of the renewed confidence in the Bank and prices have returned to normal.

The Pro-Chiang Kai Shek movement gains strength. Yesterday was a general holiday and demonstrations in favour of the former Commander-in-Chief were followed by processions. The Committee of Public Safety, whose chief is an ardent supporter of Chiang Kai Shek, ordered all shops, institutions and public buildings to fly a flag or show a banner emblazoned with "Support the return to office of Chiang Kai Shek and the five Members of the Central Executive Committee." Anyone not obeying the ordinance would have to pay a fine of \$5, to go towards the public loan.

A report from Swatow states that on Thursday, an assembly of some 50,000 people at Chang Shan Road listened to an account of the Government's three proposals—for the abolition of *likin*, the increase of customs surtax, and "customs autonomy." These were all supposed to be effective from that date. The meeting had been called by the committee of the Swatow branch of the Kuomintang. After the speeches a huge procession paraded the town.

The Canton police are still very busy searching out "counter-revolutionaries" and agitators generally. Several haunts have been raided and "literature" discovered urging the overthrow of the present regime. A number of arrests have been made.

The Kuomintang Political-military Academy at Canton has issued a declaration denouncing Mr. Wang Ching Wei, the Chairman of the Central Executive of the Nationalist Government, as a traitor to the Kuomintang. He was charged with conspiring with the Communists to use the Kuomintang party to further the aims of extremists in the pay of Russia.

THE "KO CHOW" PIRACY.

A VERY GOOD HAUL TAKEN.

THE CHIEF ENGINEER MURDERED.

During the latter part of last week no fewer than three piracies were reported, and the death of another British Officer has to be recorded this time in the *Ko Chow*. The story of the piracy has already been given, but there are still some facts to be told.

It is alleged that a fortnight ago the *Ko Chow* received a demand for a large sum of money, accompanied by an intimation that, in the event of it not being forthcoming, the ship would suffer.

The Chinese authorities at Sham Shui did not, as has been reported, arrest the remaining passengers; in fact, there were only about a dozen of the very poorest class remaining on board when the *Ko Chow* reported the piracy to the authorities at Sham Shui.

In addition to taking everything of any value from the ship—down to the pillows and sheets off the beds and every stitch of the officers' and passengers' surplus clothing—the pirates ransacked several of the mail bags. The *Ko Chow* was carrying 54 bags from Hong Kong and 55 from Sham Shui, all for Wuchow.

THE LATE MR. BLACK.

From later information, it appears that the Chief Engineer, Mr. R. Black, who was shot, was reading at the time the pirates entered the cabin. Reports as to his having reached for his revolver are not confirmed. Mr. R. Black was a veteran officer of 74 years of age. He was a Mason being a member of the Scottish Constitution.

Regarding the six Indian guards, it appears that there was but one on duty at the time, the others being at their evening meal, their arms being some way away. Passengers are allowed to enter the forepart of the ship through the grill if they are on legitimate business and it is part of the duty of the Indian guards to look through the peep-hole in the grill in answering any request for admission. In this case, either the grill door was opened without survey of the numbers behind or else one man made an apparently reasonable request and the others rushed in behind. The whole of the guards were quickly surrounded and their arms taken by the pirates.

OVER 100 KIDNAPPED.

It is now practically certain that the pirates kidnapped over 100 of the passengers. Earlier reports stated that this large number of people had been arrested by the Sham Shui authorities. Practically the only Chinese left were the crew, with the exception it is believed of one quartermaster, the firemen, and a number of coolies.

It would appear that when the ship was seized, the pirates forced the pilot to navigate the ship through dangerous waters to Tai Ping Shan, at a village called Shekhi, where the anchor was dropped and sampans came along side to take away the plunder. Looting continued until the steamer arrived at Tai Ping Shan about nine o'clock on Friday morning. Here, anchor was dropped and numerous sampans set out from the shore to the steamer. This was apparently according to pre-arranged plan.

WHAT THE CARGO WAS WORTH.

The pirates did not make such a poor haul as was at first stated, the total booty being in the neighbourhood of \$25,000. The merchandise which the *Ko Chow* carried consisted of Japanese piece goods, hardware, rice and some valuable medicinal herbs. The approximate value of the cargo was \$18,000 and the free-booters spent about six hours unloading the freight into their junks.

In addition to what the European officers lost in cash and personal effects \$1,500 was taken from the *Ko Chow*'s safe. The passengers and crew were, of course, robbed of all they possessed, and one member of the crew told our representative that the robbers took everything from him except the pair of wooden clogs he was wearing. They would have taken them too had they been new, said this unfortunate victim.

SOME OF THE KIDNAPPED.

Among those kidnapped by the pirates were the *Ko Chow* purser, Mr. Ip Kai. One of the deck hands told a *Daily Press* reporter that while the pirates were taking the *Ko Chow* to their junks they said that before he would get a glimpse of the *Ko Chow* again, he would have to "cough up" \$10,000.

There were over 100 armed men waiting in junks for the pirates at Tai Ping Shan. These men helped to carry the freights and kidnapped persons away. The crew were also made to work like galley slaves and were frequently rewarded with kicks and blows and occasional taps of revolvers butts.

(Continued on next column.)

ELECTROCUTED IN BASEMENT.

UNSOLVED MYSTERY OF SWITCHES.

RECOMMENDATION TO A. S. WATSON & CO.

The adjourned enquiry into the circumstances of the death of a Chinese who was electrocuted in the basement of Messrs. Mustard & Co.'s premises at Des Voeux Road Central on August 23rd, was continued on Saturday at the Central Magistracy. Mr. R. E. Lindsell sat as coroner.

It will be recalled that the deceased was a godown coolie and was sent to open the store room in the basement. He returned and reported that the basement was flooded as a result of the "blow" on August 20th. The lights were out and a Chinese electrician was at once sent for to repair the damages. The deceased went down again to the basement with a groping in the dark, his hand came in contact with a wire. He shouted and fell against the wall.

He was at once carried out and Dr. Anderson was sent for. Artificial respiration was applied for a considerable time but to no avail. The enquiry was then adjourned for Messrs. A. S. Watson & Co. to give evidence as to where the switches were located.

On Saturday, Mr. F. C. Todd, of Messrs. A. S. Watson & Co. said that Alexander Building is leased to them by the Hong Kong Land Investment Co. As far as he knew there was no main switch either for the whole building or for the various departments. All that he knew was that they had a mass of fuses in the passage between Des Voeux Road Central and Chater Road.

Capt. E. F. Brown, of the Hong Kong Electric Company, said that the Company now insisted that all new installations should have control switches. The installation in Alexander Building was about 25 years old, and then the Company was not so strict about having main switches. In Mustard's premises the installation was re-wired before they took over the place and they had a main switch governing the lighting in their office, but not the basement lights.

Mr. A. E. Clark, of the electrical department of the P.W.D., said that it was quite possible that the deceased was made "alive" by the apprentice electrician joining up wires incorrectly, or there might have been a leakage from another part of the circuit.

Capt. Brown said that he doubted the latter suggestion, but it was "just possible" that there had been a leakage from a "live" portion of the circuit.

The young Chinese apprentice electrician was then recalled, and he told the Coroner that when the deceased entered the store room, he (witness) had finished testing the blown fuse and was then standing at the door of the storeroom behind the deceased.

The Coroner decided that it was useless to go further into the matter, as it could not be made clear how the deceased sustained the shock. A verdict of "death by misadventure" was returned and a recommendation made to Messrs. A. S. Watson & Co. as lessees of the building to have main switches installed in each department in positions which are known to those responsible.

THE AGENTS' VIEWS.

Interviewed by our representative, the Chinese Lee S.S. Co. agents for the *Ko Chow* said that they had been fixing grilles and employing no fewer than six Indian guards. These guards were well armed and the European officers and *Ko Chow* had also been supplied with fire-arms.

Commenting on the piracy, they said that it was still a mystery to them how a handful of seven or eight men could have captured and successfully held the ship. It was argued that even if the pirates had taken the officers and crew by surprise, attempts could have been made to recapture the ship. The free-booters were hopelessly outnumbered, by about 8 to one. Another problem was how the men could have boarded the vessel replete with arms and yet have escaped detection. The agents claimed that at least three or four of the pirates must have embarked here in order to "spy out the land" and that the rest came on the ship at Sham Shui.

PREVIOUS ATTEMPT FRUSTRATED.

When the pirates said that they had made ten trips on the *Ko Chow* and that no less than \$40,000 had been spent to bring off this coup, it is quite possible they were speaking the truth.

It will be recalled that about five months ago, several pistols were discovered hidden under a basket of eggs on board the same vessel. The Police at once suspected that the arms were smuggled on board by pirates with the idea of attacking the vessel after leaving Hong Kong harbour.

(Continued at foot of next column.)

MID-AUTUMN FESTIVAL.

A 2,150 YEAR OLD LEGEND.

"SHOOTING AT THE SUN."

EMPEROR HAO NGAI AND HIS NAUGHTY CONCUBINE.

[BY C. L. C.]

Archery, in the good old days when China was at peace with herself and with the world, was practised by all. In fact a person who could not handle a bow and arrow was at the bottom of the social ladder.

Archery in China as well as in medieval England gave birth to many tales, and the noble art was responsible for the "Moon-Cake Festival" or Chung Chau Chieh (Mid-Autumn Festival).

In about 2150 B.C. there lived an emperor in China named Hao Ngai. In those days, the fortunate ones in China had nothing to worry them. There was no stock exchange, and no communistic ideas and no war lords with trench mortars.

Emperors and mandarins occupied their time shooting with bow and arrows, and on wet days, their numerous concubines would amuse them with music and witty conversation.

This constant practising with the bow and arrow made Hao an expert shot. He shot everything worth while shooting, and like a child who tires of his toys, Hao soon found shooting birds and animals became and beneath his dignity. He took to shooting at the sun with the result that he shot down nine of the ten suns illuminating the heavens. The sun-god became terrified and implored Hao not to shoot at the tenth and last sun, saying that if he did, the world would be plunged in darkness.

We owe our gratitude to Hao, for his forbearance. He had compassion on the sun-god and left the tenth sun alone. For this he was rewarded with a potion which was to have made him immortal. But before the potion could be taken, it had to go through a certain process of fermentation. The potion was placed in an urn and prayers had to be said throughout the night.

While this was being done, Hao slept but his naughty concubine Sheung Ngo, not wishing to die, drank the potion herself. She became light as a fairy and in order to escape her husband's wrath, flew to the moon and sought refuge there. Hao went after her but was thrown out of the moon.

This happened on the fifteenth day of the eighth moon, and on the anniversary of this day, which happens this year to fall next Saturday, the naughty concubine returns to mother earth, and to welcome her, Chinese throughout the world eat moon-cakes. These cakes are made of rich ingredients months ahead of the festival and are shipped to all parts of the world wherever Chinese are settled.

The Chinese will worship the Moon on that night. The ceremony takes place at about 8 p.m. when the moon is at its brightest. A table well laden with moon-cakes, fruit, boiled yams, and other goodies will be laid out on the roof or on the foot-path outside each house. When the moon comes up, fire-crackers and joss papers will be burnt.

The children take part in the celebration, going about with coloured lanterns in the shape of fish, snakes and dragons. This illumination is supposed to light the way for the naughty concubine, Sheung Ngo, to come down to terra firma. Grown-ups have only one kind of lantern. It is a huge thing, something like a parachute, and once it is lighted many small figures of men and animals keep on revolving by means of ingenious mechanism. These figures generally represent a scene in some Chinese history or play.

In order to get candies for their lanterns, little boys and girls call on the Chinese grocery stores. They stand outside the shops, and demand candies. The threat they use is "Master, master, pay two cash for candles or else we burn your shop." Invariably the shop joss smilingly throw out a candle for, after all, this festival comes only once a year.

West Point will be in gala and on occasion calls for a feast. Merchants having settled up their quarterly accounts will be "splashing" fifty-dollar notes.

This attempt was nipped in the bud by the timely discovery of a few weapons and the detention of a few suspects for investigation. Those detained were, however, able to give a satisfactory account of themselves and they were subsequently released.

THE FORUM CLUB.

A NEW SECTION.

FOR WOMEN RESIDENTS IN BRITISH POSSESSIONS.

Lady Clementi has kindly forwarded the following account of a new section of the Forum Club which has been founded with the idea of providing a rendezvous in London for all British women who have resided in the British Dominions and other possessions overseas.

Her Ladyship writes:—
Government House.

August, 1927.

"Sir.—I have received from the Chairman of the 'Overseas, Dominions, Crown Colonies, Protectorates and Mandated Territories Section' of the Forum Club, the enclosed particulars of their new Section.

Mrs. W. T. Southern, 3, The Peak, has kindly consented to forward any application for membership from the ladies of Hong Kong.—Yours sincerely,

PENELOPE CLEMENTI.

THE OVERSEAS DOMINIONS, CROWN COLONIES, PROTECTORATES AND MANDATED TERRITORIES SECTION.

PRESIDENT:

H.E. PRINCESS MARIE LOUISE.

1. On the suggestion of H.H. Princess Marie Louise, President of the Forum Club, a new Section has been formed in the Club, called "The Overseas, Dominions, Crown Colonies, Protectorates and Mandated Territories Section."

The object of this Section is the mutual benefit of British women who are on service and resident overseas, by providing them with a central meeting place when they are in England.

The Section owes its existence to the well-known interest of H.H. Princess Marie Louise in women whose lot is cast in distant lands, and who, when they return to the home country, need a meeting place where they can find their friends. Lady Moore-Guggisberg, C.B.E., has kindly consented to act as Chairman, and Lady Wilson, wife of the Permanent Under-Secretary of State for the Dominions and Colonies, as the Vice-Chairman.

Conditions of Membership.

2. Subject to the approval of the Executive Committee, and on production of the necessary social references, membership of the Section shall be open to British women who are on service and resident abroad.

Entrance Fee for this Section.

3. The entrance fee of £5 ss. is waived for one year, until May 31st, 1928.

Annual Subscriptions.

4. The annual subscription for this Section shall be as follows:—

(a) While resident abroad ... £2 ss.
This subscription allows three months in England during the year, or six months for those on leave every two years.

(b) When in Great Britain during the period mentioned in (a):
Town Subscription ... £5 ss.
Country Subscription ... £3 ss.

Applications for information and the necessary forms of membership should be addressed to the Secretary of the Forum Club.

Position of the Club House.

5. The Club is situated at Hyde Park Corner, on the omnibus routes to and from Victoria and to practically every part of London. Hyde Park Underground Station is within two minutes' walk.

Bedrooms.

(a) Single rooms, 6/6, 8/-, 10/- and 12/- per night; double rooms, 14/-, 15/-, 16/- and 18/- per night; cubicles, 6/6 per night.

Reduced rates during the month of August.

Boxroom.

(b) Members shall be at liberty to store not more than two trunks, portmanteaux or packages for a period not exceeding one month, without payment.

Locked Cupboards.

(c) The locked cupboards are narrow hanging cupboards with a shelf. These may be hired by Members for 2/- a year; lockers, 10/6. The member is provided with a numbered key.

Meals.

(d) Plain breakfast ... 1/6
Full breakfast ... 2/6
House luncheon ... 3/6
Abridged lunch ... 2/3
Afternoon teas ... 1/-
House dinner ... 4/-
Abridged dinner ... 2/6
Coffee ... 3d. and 4d.
Buffet for light luncheons in a separate room, a la Carte.

To CLUBS, CANTEENS, Etc.

JUST ARRIVED THE NEW

"JANUS"

TWO-IN-ONE

COTTON BILLIARD CLOTH

IT HAS THE FOLLOWING ADVANTAGES:—

NO NAP, REQUIRES NO STRETCHING OR IRONING. CAN BE USED EITHER END OR SIDE, UNIFORM PLAY IN ALL DIRECTIONS, AND BALLS RUN MUCH FASTER.

IT IS WASHABLE, ALMOST IMPOSSIBLE TO CUT OR TEAR WHEN MIS-CUED, AND WILL OUTLAST ANY WOOLLEN CLOTH MANY TIMES OVER.

SAMPLES AND QUOTATIONS ON APPLICATION.

ALSO FOR:—

BILLIARD TABLES, CUSHIONS, ETC.

By

R. STEVENS & SONS, LONDON.

LANE, CRAWFORD, LTD.

UNDERWOOD TYPEWRITERS

STANDARD, QUIET AND PORTABLE MODELS

REPAIRS AND MAINTENANCE WORK ARE OUR SPECIALITY.

KEELOX brand of Typewriter ribbons in air-sealed tins for all standard makes of machines always in stock.

SOLE AGENTS

DODWELL & CO., LTD. TEL. 1030. C.

SOLE AGENTS FOR—RONEO OFFICE APPLIANCES. SAFE-CABINET SAFES. BURROUGHS ADDING MACHINES.

Excelda Gramophone

The Last Word in Portables.

All Metal, Camera Shaped, Just the thing for Bathing and Picnic Parties.

Nett \$25.00
Cash



Anderson Music Co., Ltd.

THREE PRIZE WINNERS AND THEIR WORKS

Published by Kelly & Walsh, Limited.

PROF. HERBERT A. GILES, M.A., LL.D. Awarded the Royal Asiatic Society's Gold Medal. Author of GEMS OF CHINESE LITERATURE ... (\$10.00)
JULIET BREDON. Received an award from the Grant Squires Fund (Washington), for her work on PEKING ... (\$10.00)
SAMUEL COULING, M.A. Awarded the St. Julien Prize of Paris for the ENCYCLOPEDIA SINICA ... (\$10.00)
THE GRANDEUR OF THE GORGES. Fifty Photographic Studies. By DONALD MENZIES ... \$30.00
THE FACEBOOK OF PEKING. Sixty-six Vandyck Photographs of Peking from Photographs. By DONALD MENZIES ... \$40.00
THE CURRENCIES OF CHINA. An Investigation of Silver and Gold Transactions Affecting China. 2nd Edition, Revised. By EDWARD KANE ... \$12.50
THINGS CHINESE. By J. DYER BALL. 5th Edition, Revised. \$8.50
A SKETCH OF CHINESE HISTORY. By F. L. HAWES POTT, D.D. 4th Edition ... \$3.25

WE PRINT BOOKS. WE PUBLISH BOOKS. WE SELL BOOKS. The Bookshop. KELLY & WALSH, LTD. Chater Road.

NEW ADVERTISEMENTS.

ST. JOHN'S CATHEDRAL.
PROGRAMME OF ORGAN
RECITAL
By
MAJOR E. J. BARKHAM
At 5.30 P.M. ON
FRIDAY, SEPTEMBER 8th, 1927.
SONATA No. 3 Mendelssohn
(Choral and Variations on
"OUR FATHER")
VIGILY SOLAS Air on G. String... Bach
Romance Max Bruch
By Mrs. H. BALEY
PRELUDE & FUGUE in C. Minor Bach
Hymn
RONDOLANG Schumann
STYLISED
POSTLUDE
[5253]

REMOVAL NOTICE.

THE OFFICES OF XAVIER BROS.
LTD., have been REMOVED
to No. 2, QUEEN'S ROAD, CENTRAL.
1st Floor. [5253]

**HONG KONG ST. ANDREW'S
SOCIETY.**

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on FRIDAY, 16th SEPTEMBER, 1927, at 5.45 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st AUGUST; electing Officers for the ensuing year, etc.
P. TOD, Joint Hon. Secretary. [5253]

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the SIXTH EXTRA RACE MEETING to be held on SATURDAY, 8th OCTOBER, 1927, and MONDAY, 10th OCTOBER, 1927 (Weather Permitted), may be obtained at the Race Course, Hong Kong Club and CAUSEWAY RAY STABLES.
Entries will close at TWELVE O'CLOCK NOON on SATURDAY, 24th SEPTEMBER, 1927. [5259]

PUBLIC AUCTION.

THE Underigned have received Instructions to Sell by
PUBLIC AUCTION
ON
MONDAY, 8th SEPTEMBER, 1927,
COMMENCING AT 9.30 A.M.

AT
H.M. NAVAL YARD DEPOT,
KOWLOON.

OLD AND SURPLUS
VICTUALLING STORES

On View From
FRIDAY, 2nd SEPTEMBER, 1927,
Comprising—
Table Linen, Implements, Serge, Flannel, Remnants, Blankets, Sundry Articles of Mess and Table Gear, Electro Plated Ware, Seamen's Clothing, etc., etc.
Terms of Sale:—As detailed in Catalogue.
LAMBERT BROTHERS,
Auctioneers. [5255]

BY ORDER OF THE OWNER.

PUBLIC AUCTION

OF THE UNDERMENTIONED
VALUABLE PROPERTIES,
Situate in the NEW TERRITORIES
in the Colony of Hong Kong:
NEW KOWLOON INLAND LOT
No. 53, on which is situated the
TAI WAN GLASS FACTORY.
This Lot is situate at KOWLOON
BAY.
A FISH POND situate at NEW
KOWLOON INLAND LOT No.
8 in the NEW TERRITORIES.
LOT No. 5805 and 5913 in
SURVEY DISTRICT 1 in the
NEW TERRITORIES (Agricultural
Lots).
To be Sold
BY
PUBLIC AUCTION
ON
THURSDAY, 14th SEPTEMBER,
1927, AT 3 O'CLOCK P.M.
IN FOUR LOTS
BY
Messrs. LAMBERT BROS., Auctioneers
AT THEIR
SALES ROOM,
No. 8, DUNDRELL STREET, HONG KONG.
For further Particulars and Conditions of Sale, Apply to—
Messrs. HASTINGS DENNIS
and BOWLEY,
Vendor's Solicitors,
8, DES VOEUX ROAD CENTRAL,
OR TO
Messrs. LAMBERT BROS.,
The Auctioneers,
No. 8, DUNDRELL STREET,
Hong Kong, 14th Aug., 1927. [5253]

PUBLIC AUCTION

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OR TO
Messrs. LAMBERT BROS.,
The Auctioneers,
No. 8, DUNDRELL STREET,
Hong Kong, 14th Aug., 1927. [5253]

FOR SALE—OVERLAND
MOTOR CAR, 5-Door, 5-Seat,
Perfect Condition and Good Running
Order. \$250.00—Apply: Box No. 375,
c/o The Hong Kong Daily Press. [272]

INTIMATIONS.

CHINESE LANGUAGE SCHOOL.

THE NEXT SESSION of the
GENERAL CHAMBER OF COMMERCE
CHINESE LANGUAGE SCHOOL
opens on MONDAY, 5th SEPT.
EMBER.

Classes are held at CHARTERED BANK
BUILDING (First Floor) from 1.15 to 2.15
P.M., and each Student has the services
of a Personal Teacher in addition to
Lessons in Class.

Those desirous of learning Colloquial
CANTONESE are invited to com-
municate with the Undersigned.

M. F. KEY,
Secretary,
GENERAL CHAMBER OF COMMERCE,
25th August, 1927. [5260]

HONG KONG FOOTBALL
LEAGUE.

THE MANAGEMENT COM-
MITTEE of the above League
will meet at VICTORIA HEADQUARTERS
(4th Floor) on MONDAY, 5th SEPT.,
at 5.30 P.M., to make
Arrangements for the League Competi-
tions for the coming season. Club
Secretaries are invited to be present.

W. E. HOLLANDS,
Hon. Secretary.
[5279]

HONG KONG CLUB.

NOTICE.

THE SEVENTH YEARLY
DRAWING OF 20 DEBEN-
TURES (1920 Issue—\$500 Each) of the
HONG KONG CLUB, Payable on
FRIDAY, the 30th SEPTEMBER,
1927, will be held in the Club House
at 11 o'clock on THURSDAY, the 7th
SEPTEMBER, 1927. Delegates are invited to
attend the Drawing.

By Order,
A. H. ABBAS,
Acting Secretary.
Hong Kong, 27th Aug., 1927. [5263]

HONG KONG CLUB.

NOTICE.

IN Terms of Debenture Conditions
Nos. 12, 13 and 14, NOTICE IS
HEREBY GIVEN that the DRAWING
OF 20 ADDITIONAL DEBEN-
TURES (1920 Issue—\$500 Each) of the
HONG KONG CLUB, Payable on
SATURDAY, the 31st MARCH, 1928,
will be held in the Club House at 11
o'clock on THURSDAY, the 7th
SEPTEMBER, 1927, immediately after
the SEVENTH YEARLY DRAWING of 20
DEBENTURES.

Delegates of Debentures are invited
to attend the Drawing.
By Order,
A. H. ABBAS,
Acting Secretary.
Hong Kong, 27th Aug., 1927. [5264]

FOR SALE OR TO BE LET
UNFURNISHED.

No. 27, PEAK, LUGARD ROAD.

FOUR ROOMED HOUSE, with
Central Heating, Five Bedrooms,
Four Bathrooms, Three Dressing Rooms,
Modern Sanitation, Grass Tennis Court,
and Garden—Apply: LINSTED &
DAVIS, ALEXANDRA BUILDINGS
[4776]

THE SINGAPORE HARBOUR
BOARD.

WANTED—EUROPEAN BER-
TING ASSISTANT for
Mooring and Unmooring Vessels.
Applicants having Experience as
Boswain or Quartermaster preferred.
Apply to the BOARD'S WHARF
MANAGER. [5248]

WANTED—5/6 ROOMED HOUSE.
Lease, Mid-levels or near
Peak. Terms preferred.—Apply: Box
No. 5121, c/o Hong Kong Daily Press.
[5121]

ROOMS—Hong Kong, Kowloon
single, double, Flats furnished or
unfurnished. Flat for disposal with
furniture. House \$20/30,000 wanted.
Also 30,000 Sq. ft. land on Peak.
SMALL INVESTORS. Tel. C. 4630.

TO LET

OFFICES

STEPHENS' BUILDING.

57/59, DES VOEUX ROAD

CENTRAL.

APPLY S. J. DAVID & CO.

PRINCE'S BUILDING.

CHATER ROAD.

INTIMATIONS.

Verses for the Week.

"The man's emphatically mad.
Who drinks the best, yet can be sad."
(RABKINS).

"Let other poets raise a fracas,
'Bout vines and wines, an' drunken
Bacchus,
An' crabbit names and stories wrack us
An' grate our lugs,
I sing the juice Scotch malt can
smell us
In glass or jug.
As with new wine intoxicated both,
They swim in mirth, and fancy that
they feel
Divinity within them."
(BURNS).

DEWAR'S
"WHITE
LABEL"SCOTCH WHISKY
OF GREAT AGE.AWARDED
50
GOLD and PRIZE
MEDALS!

It Never Varies.

SOLE AGENTS—

A. S. WATSON
& CO., LTD.

WINE AND SPIRIT MERCHANTS.

Phone C. 616.

ESTABLISHED 88 YEARS.

IN MEMORIAM.

To the dear memory of JAMES
CYRIL DALMEYER ALLEN, who
died in Hong Kong on Septem-
ber 8th, 1926. [5294]

Hong Kong Office: 11, Ice House
Street.

London Office: 21, Bride Lane,
Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, SEPTEMBER 5th, 1927.

VISCOUNT CECIL'S
RESIGNATION.

To those who regard war with
detestation and fear that another
struggle between first class powers
will see the destruction of life and
property on a scale so great that
the whole of western civilization
must perish, Viscount Cecil's re-
signation from the Cabinet was an
event of distressing significance.

Viscount Cecil, more than any
other figure in European politics,
has stood for disarmament and the
settlement of disputes by means of
arbitration. He more than any
other individual has made the
League of Nations an important
international organisation. In
dealing with certain questions,
social and economic, which know
no political boundaries, such as the
dangerous—drugs—traffic—relief
work in famine and the arrest of
disease the League has achieved
important results. It aided Austria
and Hungary in their great
economic and financial crises
following the war; it has forced
several minor states to submit to
arbitration disputes that might have
led to war, eventually involving one
first class power after another.

But whenever the big question
of disarmament has been raised
Geneva has found itself up against
a blank wall. Viscount Cecil be-
lieved that he could see a way
through it. The Cabinet disagreed
and the facts of the situation
suggest that the Cabinet were right.

Viscount Cecil was actuated by the
belief that the nations of the
world, or at least the civilised
portion of it, possessed his own
great and overwhelming desire for
peace. There it seems he was in
error. Few nations would agree
voluntarily to submit to arbitration
questions which they regarded as
absolutely vital to their existence.
When the Great War ended it was
assumed that with the passing of
German and Russian militarism
conscripted could be abandoned.
France and Italy are neither of
them in a position to give up this
form of military service. It was
hoped that submarines might be
scrapped, but it was argued that
the submarine was the weapon of
the weak power against the strong
power, that to abandon it was to
give England an unfair advantage,
granting her, in fact, practical im-
munity for her merchant fleet
upon whose activities she very
literally subsists. The possibility
of throttling England by sub-
marine warfare is not a factor that
makes for world peace and dis-
armament.

It is a delusion to think that
democracies with republican forms
of government are more peaceable
than monarchies. Republican Ger-
many chafes restlessly under forced
disarmament. She feels, rightly or
wrongly, that she cannot get a fair
deal in a dispute with armed
neighbours unless she has sufficient-
ly strong armed forces at her own
disposal. America insists on build-
ing a fleet that her experts con-
sider equal to that of Great
Britain, but which many British ad-
mirals regard as vastly stronger
than our own. Soviet Russia is
thoroughly militaristic and, being
unable and unwilling to train an
army on efficient lines is devoting
special attention to chemical war-
fare including the cult of germ
bombs. Over and above national
war runs the socialistic doctrine
and spirit of class warfare which
is more horrible and more ferocious
than strife between nations.

It is surprising, therefore, that
Viscount Cecil finds himself a
voice in the wilderness; that his
colleagues with the best will
imaginable are unable to support
him! This is a sad reflection on
twentieth century civilisation but
the fact remains that the states-
men of the world have regrettably
to confess that disarmament is not
yet a practical policy.

An imported case of cholera
(Chinese) was reported on Friday.
A Chinese case of enteric was also
notified.

The Charles Chancier Cabaret
Co., including Miss Aileen Woods,
left for Shanghai on board the P. &
O. steamer Khyber.

The annual meeting of the Hong
Kong Philharmonic Society will be
held to-day, at 5.30 p.m., at St.
John's Cathedral Hall.

The Chinese Language School,
under the auspices of the Hong
Kong General Chamber of Com-
merce, re-opens to-day.

The annual meeting of the Hong
Kong Hockey Club will be held
to-day, at 5.30 p.m., in the Lecture
Room at Volunteer Headquarters.

It is notified in the Government
Gazette that the name of The
Radio Communication Co. (Orient),
Ltd., has been struck off the
Register.

A first dividend of \$9 per cent.
has been declared in the matter of
Lui Man Fe, of No. 20, Yam King
Street, first floor, Yau-mati, in
bankruptcy.

The rainfall for the 24 hours
ended at 10 a.m. on Saturday was
0.01 inch. The total since January
1st is 93.14 inches, against an aver-
age of 66.94 inches.

H.M. the King has approved the
appointment of the Hon. Mr. J. O.
Hughes to be an Unofficial Mem-
ber of the Legislative Council, vice
Mr. H. W. Bird, resigned.

A Chinese aged 66 years, has been
sent to the Kwong Wah Hospital
suffering from injuries to his head
having been knocked down by a
rickshaw in Temple Street.

Sir Henry Gollan, O.B.E., Chief
Justice of Hong Kong, is sailing
by the Macedonia which leaves
London on September 9th. He will
join the steamer at Marseilles.

By removing a pane of glass
from a window, thieves managed
to steal a Decca Gramophone from
the military quarters at Scandal
Point. A report was made to the
police by Private Evans on Friday.

H.E. the Governor has appointed
Mr. George Harold Thomas, M.D.,
B.Sc., to be Assistant Superintend-
ent of Police (Reserve) and to be
in command of the Motor Cyclist
Section, Hong Kong Police
Reserve.

The many local friends of Mr.
P. W. Ramsay, of Tai-koo Dock,
will be interested to learn that he
is to be married on September 14th
to Miss Mary Davidson Urquhart
in the Inverbrothock U.F. Church,
Arbroath.

Captain Bingham, of the 1st
Batt. Queen's Regiment, has report-
ed the loss of a gold watch valued
at \$50 from his mess at Bishop's
Place, Lower Albert Road. The
theft is believed to have occurred
late on Friday night.

The fine afternoon attracted a
large audience to the Kowloon
Dock Bathing Beach yesterday for
the military band concert. The
programme was provided by the
band of the 1st Cameronians under
the baton of Mr. Horace E. Dowell,
L.R.A.M.

A dog belonging to Mr. Wood
ward has been sent to Ma Tau-
kuk for observation, having bitten
the small daughter of Mrs. Woodward,
aged 4. The little girl is now being
attended by Dr. Newton, of the
Kowloon Hospital. A black and
tan mongrel dog belonging to Lance
Sergeant Munn, of the 25th Heavy
Battery, Stonecutters, has also been
sent to Ma Tau-ko for observation
after the animal had bitten Private
Naves of the same regiment.

Through the courtesy of the
leading Passenger Steamship Com-
panies a notice will be posted on
all vessels passing through Hong
Kong by the Naval and Military
Y.M.C.A. Entertainment Commit-
tee. Any passengers, professional
or amateur, who may be on board
are asked if they would give an
hour or so during their stay in
port. Greatly as the entertain-
ments given already have been
enjoyed, this new scheme may be
the means of getting first rate pro-
fessional turns, as everyone is
anxious to co-operate in showing
our gratitude to the servicemen who
are out here to protect us.

LIFE IN A T.B.D. ON THE CHINA STATION.

BY "OBSERVER."

Few people realise when they see
the British sailor about the streets
of the City, attired in spotless rig
of "whites," how difficult it is for
him to keep himself spick and
span, according to regulations, in
the narrow confines of the steel
greyhound of the Service, the
Torpedo Boat Destroyer.

Getting in "dore rig" is quite
a work of art, and to one not used
to the ways of the Navy it would
seem to be the work of confusion.
Kit bags are hauled out, "ditty"
boxes searched for the right article,
and in many cases "Lofty" has
mislaid his trousers, his own fault,
because no one else could wear
"Lofty's," the legs would give them
away. After the blue vapour of
hot air language has cleared away,
and the trousers are found, with
caustic comments from "Ginger,"
that if "somebody" knew when he
took his trousers off, he might know
where to find them. "Jack"
tumbles out of the stuffy fo'castle
and falls in for inspection by the
Officer of the Watch.

This routine over, with sundry
tugs here and there, off "Jack"
goes for a few hours spell.

When one considers the heat of
the Summer in Hong Kong, and the
absence of wood decks, it does not
require much imagination to realise
the temperature of the sailors and
stokers mess-decks.

The ship, despite the awnings, is
in a very short time like an oven,
and with so many men in so con-
fined a space, the atmosphere at
times is almost unbearable.

The saving grace is the presence
of "Shorty" or "Tubby," whose
sense of humour often saves the
situation, and causes a laugh when
things are looking pretty rough.
This chaff and leg pulling smooths
over a lot of discomfort.

There is one point on which all
appear to be in full agreement, and
that is that there will be no tears
of regret when the order comes to
steer a course for Home, where
although, one may get almost
frozen, there is no chance of being
tormented to death by flies and
cockroaches, and such like pests
of the Far East.

"A DAY IN THE OPEN."

I've battled with old Neptune, I've met Pluvius ashore,
But I've never, no I've never met Bellerophon before.
But Bellerophon and Pluvius sang lampon to all of us,
And that's exactly what the blooming typhoon gave the 'bus.

Have you ever been in Hong Kong when a typhoon's on the thrust
And you're thinking yes you're thinking what's the next thing going
to bust?
You're got your matting stables and you're corrugated sheds,
While the latter flies to leeward, well the former's torn to shreds.

No. 7 signal's hoisted so let all the donkeys go,
Watch! they're squealing and they're reeling in the wind and rain
and oh!
I do believe they love it, there's a grin on each mule's face
As he kicks the sergeant's rider just to keep him in his place.

There's a perfect British gunner whipping mules that seek the shed
And he's wearing, gosh he's wearing a little tin hat on his head,
And a little bathing costume, the best equipment he can find,
As an expert in emergencies, you'll seldom meet his kind.

And as for Kowloon City, a good deal could be said,
There's a China 'Bus, a Yellow 'Bus, trying to stand upon it's head,
And a pulka-buck built motor house with twenty cars garaged
Like a little bit of "Wipers" which the Hun has just bargaged.

So I'm going back to Blighly for I cannot stand the strain
Of umpteen miles an hour breeze and tanks and tanks of rain.
And if you ask me what I think of Hong Kong! I'd at least,
Say the folk here are unfortunate and their climate's just a beast.

OBITUARY.

MRS. K. R. MACASKILL.

FUNERAL AT HAPPY VALLEY.

The death took place at the
French Hospital, Causeway Bay, at
1 p.m. on Friday of Mrs. Christina
Spence Macaskill, wife of Mr. K. R.
Macaskill, of the Hong Kong and
Whampoa Dock.

Mrs. Macaskill was well known in
Kowloon, where she had lived for
many years, and she also took a
very keen interest in social and
sporting activities at the Kowloon
Dock. Much sympathy is felt with
Mr. Macaskill in his bereavement.

The Funeral.

The funeral took place at the
Protestant Cemetery, Happy Valley,
on Saturday evening, there being
many Kowloon Dock staff members
present, and also several ladies.

The Rev. J. Kirk Macdonachie
officiated.

The chief mourners were Mr. F. J.
R. Macaskill (husband), Mr. W. J.
Ratney and Mr. G. H. Cuthill, of
the Kowloon Dock.

Among others present were—
Mr. and Mrs. J. Lindsay, Mr. and
Mrs. R. E. Hoare, Mr. and Mrs.
D. F. Warren, Mr. and Mrs. E. R.
Hyndman, Mr. and Mrs. T. Grim-
shaw, Mrs. S. Gray, and Messrs.
H. G. Cooper, R. Goodman, J. Pun-
cheon, C. Atkinson, W. Forsyth, D.
Keith, J. C. Brown, D. S. Neilson,
A. M. Simpson, J. McLeod, J.
Crookdale, M. Drummond and W.
Weir (representing Tai-koo Dock),
E. L. Hosie, J. O. McLaggan, B.
Lapsley, and L. A. Saint and W. J.
Bickford (representing Naval Dock-
yard).

Floral Tributes.

Among the many wreaths sent
were the following:—
Sorrowing Husband, Mother and
Sisters.

Mr. and Mrs. W. J. Ratney, Mr.
and Mrs. W. J. Bickford, Mr. and
Mrs. J. P. Robinson, Mr. and Mrs.
J. Colin Owen, Mr. and Mrs. G.
Gerrard, Mr. and Mrs. G. Morrison,
Mr. and Mrs. W. E. C. Robson,
Mr. and Mrs. Clark Atkinson, Mr.
and Mrs. J. M. Ramsay and family,
Mr. and Mrs. W. Goldenberg, Mr.
and Mrs. R. A. Ramsay, Mr. and
Mrs. S. L. Vallenger, Mr. and Mrs.
C. B. Logan, Mr. and Mrs. C. E.
Millard, Mr. and Mrs. F. A. Brown,
Mr. and Mrs. D. Harvey, Mr. and
Mrs. T. D. Provan, Mr. and Mrs.
J. D. Provan, Mr. and Mrs. A. W. Bliss,
Babs, Eileen and Sonnie, Mr. and
Mrs. J. E. Hansen and Marjorie,
Mr. and Mrs. Wilson Brown, Mr.
and Mrs. M. Robson Bell, Mr. and
Mrs. F. C. Coleman, Mr. and Mrs.
C. Brown, Mr. and Mrs. W.
Hedley, Mr. and Mrs. A. N. Mac-
kenzie, Mr. and Mrs. T. A. Mit-
chell, Mr. and Mrs. T. B. Mudie,
Mr. and Mrs. G. Henderson, Mr.
and Mrs. H. G. Cooper, Mr. and
Mrs. V. Chittenden, Mr. and Mrs.
J. Tully, Mr. and Mrs. R. J. Good-
man, Mr. and Mrs. Henry F. Bunje,
Mr. and Mrs. J. A. Lindsay, Mr.
and Mrs. J. C. Lyle, Mr. and Mrs.
J. G. Garraway, Mr. and Mrs. J.
D. Kennard, Mr. and Mrs. L. A.
Saint, Mr. and Mrs. E. Abraham,
Mr. and Mrs. W. W. Watson, Mr.
and Mrs. D. F. Warren, Mr. and
Mrs. D. J. Purves, Mr. and Mrs.
W. Forsyth and family, Mr. and
Mrs. M. H. Large, Mr. and Mrs.
G. Duncan, Mr. and Mrs. H. H.
Scott, Mr. and Mrs. W. N. Flem-
ing, Mr. and Mrs. P. Oliver, and
Mary, Mr. and Mrs. J. A. Lyon and
family, Mr. and Mrs. S. Baker, Mr.
and Mrs. J. Hyde and family, Mr.
and Mrs. H. Stainfield, Mr. and
Mrs. E. Lapsley, Mr. and Mrs. E.
R. Hyndman and family, Mr. and
Mrs. N. Drummond and Neil, Mr.
and Mrs. R. Dixon and family, Mr.
and Mrs. M. G. Gollan, Mr. and
Mrs. A. T. Hamilton, Mr. and
Mrs. J. de Grace Orazio, Mr. and
Mrs. Farrell, Mr. P. E. F. Stone,
Mrs. John Weir, Miss Elsa Robson
Bell, Miss A. Leon.

Messrs. A. W. Hodges, G. S.
Graver, W. H. Owen, D. Keith, J.
Puncheon, H. Overy, A. Simpson,
D. Puncheon, D. Neilson, A. B. H.
Castro, C. E. Stewart, E. L. Hosie,
E. A. dos Remedios, J. V. Gomes,
J. M. V. Remedios, D. Marques,
A. K. Henderson, G. H. White and
Lo Chung Kue.

The Kowloon Dock Staff, the
Dock Company Typists, Head
Office, Kowloon, Chinese Office
Staff, Head Office, Kowloon Docks,
General Office Boys, Head Office,
Kowloon Docks, and Members Kow-
loon Cricket Club.

WEATHER REPORT.

FAIR TO SHOWERY.

Yesterday's weather report, fore-
cast and remarks issued by the
Royal Observatory at 7 p.m. stated:
"Pressure is relatively high over
the South China Sea and relatively
low over S.W. China."
Local forecast:—S.W. winds,
moderate; fair to showery.

NORTHERN AEROPLANE ATTEMPTS TO DEMOLISH KIANGNAN ARSENAL.

FOUR BOMBS DROPPED: TWO FALL INTO THE WHANGPOO.

NORTHERN GUNBOATS SHELL WOOSUNG FORTS: NO DAMAGE DONE.

NANKING STILL CALLING FOR CHIANG KAI SHEK'S RETURN.

Kiangnan Arsenal, which is situated near Shanghai's International Settlement and in close proximity to the French Concession, has had a visit from a Northern aeroplane, which dropped at least four bombs. Apparently most of the shots were not very accurate, as little damage was done. One of the bombs dropped into the Arsenal yard and injured a workman.

The Northerners, who appear to have been paying particular attention to Woosung Forts of late, have again returned to the small Fort at the mouth of the Yangtze, some fifteen miles from Shanghai. On this occasion, it appears that some twenty shots were exchanged with the usual result—little damage being done by either side and a speedy withdrawal being made by the gallant fleet.

ALARMING INCIDENTS NEAR SHANGHAI.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, September 4th. According to Chinese reports, a Northern aeroplane this afternoon attempted to demolish Kiangnan Arsenal by dropping four bombs.

Two fell in the Whangpoo, one into the compound of a soap factory and one into the Arsenal yard. One workman was injured but not seriously; otherwise there was no damage. Work, however, was suspended.

Four Northern gunboats this afternoon shelled the Woosung Forts. The forts replied and altogether about 50 shells were exchanged, but without damage. The gunboats then steamed away.

KUOMINTANG ADMIT CONSIDERABLE LOSSES.

(Wah Tze Tai Pao.)

SHANGHAI, September 4th. The Nanking Government also decided not to resume immediate hostile action against the Northerners owing to the considerable losses suffered by the Kuomintang troops during the engagements with Sun Chuan Fang's troops.

According to the Toho News Agency, Marshal Feng Yu Hsiang has shortened his defence line in Honan. His main forces, formerly at Chengchow, at the junction of the Lunghai and the Kin-Han Railways, have withdrawn to Loyang. Messrs. Tan Yen Kai and Sun Fo (Hankow leaders) are on their way to Shanghai for the purpose of consulting with Nanking leaders with regard to a joint conference between members of the Central Executive Committee and the Committee of Inspection.

All staff members of the Political Commission of the Hankow Government have arrived at Kiangnan, where they are waiting for a steamer to Nanking.

NORTHERNERS IN HONAN.

FENG'S TROOPS RETIRE TO KAI-FENG.

SUN WITHDRAWS FROM THE YANGTZE.

[THROUGH REUTER'S AGENCY.]

PEKING, Sept. 2nd. Foreign messages state that Ch'ü Yu Pu is penetrating into Honan, and that Feng Yu Hsiang's troops are withdrawing to Kai-feng. Sun Chuan Fang has returned to Peking in order to discuss the situation with the Chihli and Shan-tung Generals.

It is believed that Sun Chuan Fang may next attack Honan and Anhui, which is still reported to be in Nationalist hands, abandoning attempts to cross the Yangtze for the present.

[NAVAL WIRELESS.]

KIUKIANG, Sept. 2nd. More troops have arrived from up-river.

WUHU, Sept. 2nd. Troops with field guns have proceeded down-river. Other Yangtze Ports—Nothing to record.

SHANGHAI, Sept. 3rd. An attack on Woosung Forts was made on Saturday by three Northern cruisers. About 20 rounds were fired by each side. No hits were observed. The cruisers then retired.

Fukow is reported occupied by Southern troops. The British Trade Mission, in H.M.S. Kiow, has reached Changsha.

The salt taxes have been called off.

THE "PRIDE OF DETROIT."

OFFERED \$25,000 TO FLY FROM HONG KONG TO TEXAS.

[THROUGH REUTER'S AGENCY.]

DALLAS, TEXAS, Sept. 4th. Colonel Easterwood has cabled the *Pride of Detroit* offering them a prize of \$25,000 if they will fly from Hong Kong to Dallas.

BADAB, Sept. 2nd. The *Pride of Detroit* has arrived here.

KARACHI, Sept. 4th. The *Pride of Detroit* has arrived at Bunderabhas.

A 2,222 MILES "HOP."

[REUTER'S AMERICAN SERVICE.]

EL PASO, TEXAS, Sept. 3rd. Lieut. Carranza, of the Mexican field army, "hopped off" from Mexican City on a 2,222 miles flight to Japan. The flight is very hazardous owing to the vast stretches of mountains and desert country to be traversed.

JACREZ, Sept. 3rd. Carranza landed at Fort Bliss after a flight of 1,222 miles in 11 hours, 23 minutes.

A Thrilling Experience.

JACREZ, Sept. 3rd. Carranza related, at a dinner in his honour, that when half-way he discovered that a wing was afloat where 400 litres of petrol were stored. He got out the parachute and was ready to jump, but noticed a dark cloud ahead and raced to it. He was relieved to see the deluge of rain extinguish the fire.

ANOTHER BRITISH ATTEMPT.

TO NEW YORK VIA THE AZORES.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 3rd. A British pilot named Courtney and two companions have left Plymouth flying a Dornier Napier "Whale" flying boat to Valentia en route to New York.

Courtney is accompanied by Captain Downer and a mechanic named Little. He intends to fly first to the Azores. The flying-boat is fitted with Napier Lion twin-engines with a maximum speed of 125 miles an hour, a wing area of 1,000 square feet and will take maximum load of 9,000 lbs. It transpires that Courtney's flying boat carries a passenger in Mr. E. B. Hosmer, of the Bank of Montreal.

Flight Given Up.

Courtney has given up his flight owing to headwinds. He is landing at Corunna.

Resuming To-day.

MADRID, Sept. 4th. Courtney landed at Corunna owing to lack of petrol. He is resuming his flight on the 5th inst.

[BRITISH WIRELESS SERVICE.]

"Pilot of Exceptional Skill and Experience."

Rygor, September 3rd. The intention is to proceed to the Azores where, after refuelling, the flight will be continued to Newfoundland and thence to New York.

The intention is to make the return flight to London via Newfoundland and Ireland. Captain Courtney is a test pilot of exceptional skill and experience with a reputation for caution and courage. His departure to-day was uneventful.

His wife accompanied him in a launch to the seaplane but only a few people other than mechanics saw him go. He made a perfect start and the machine was soon out of sight.

THE ST. RAPHAEL.

[BRITISH WIRELESS SERVICE.]

The Only Remaining Hope.

ROOBY, September 3rd. It is considered that the only remaining hope for Princess Louisa is a westward direction, though it was crossed in 1919 by the British airship *R34*, the only airship yet to make the double flight. Since then, the German airship *ZH3* has been flown on a more southerly course to America for delivery to the United States.

Only Airships So Far Successful.

So far, the North Atlantic has never been flown by an aeroplane in a westward direction, though it was crossed in 1919 by the British airship *R34*, the only airship yet to make the double flight. Since then, the German airship *ZH3* has been flown on a more southerly course to America for delivery to the United States.

THE "ROYAL WINDSOR" RESUMES.

[THROUGH REUTER'S AGENCY.]

St. Johns, Quebec, Sept. 3rd. The *Royal Windsor* has resumed her flight to England.

The *Royal Windsor* is reported to have landed at Scarborough, near Portland, Maine.

"THE PROTECTION OF INFANTS."

HYGIENIC EXPERTS' REPORT AT GENEVA.

APPRECIATION OF HEALTH SECTION.

[THROUGH REUTER'S AGENCY.]

GENEVA, September 4th.

At a meeting of the League Council Mr. Adachi (Japan) read a report of the meeting of hygienic experts with regard to the protection of infants, and expressing warm appreciation of the World's League's Health Section, and urging that meetings should be held thereabout outside Europe.

Sir Austen Chamberlain said that everyone realised that the League must become a reality in the eyes of people outside Europe, but meetings of the League Council outside Europe, for example in South America or Japan, would be difficult.

The Council adjourned, after adopting the report of the International Conference on the establishment of an International Relief Union.

GENERAL PEI'S PROCLAMATION.

DESCRIBES FIGHTING AT LUNGTAN.

WARNS AGAINST RUMOURS.

A proclamation informing the public of the successful repulse of the surprise attack upon the Nationalist army attempted by Sun Chuan Fang, and warning the people against rumour-mongers is issued by General Pei Chung Ho. A translation of the proclamation by the *Kuo Min News Agency* given below:

"The anti-revolutionary Sun Chuan Fang, under cover of the fog, crossed the river and attempted a surprise attack upon our army. His army was promptly surrounded by the 1st and 7th Revolutionary armies and was summarily killed and dispersed, resulting in the recovery of the Lungtan Station and the Chiya Hill.

Yet, there are still many enemy spies and anti-revolutionaries at large here in Shanghai, circulating various disquieting rumours with the view of disturbing public peace.

"The Nationalist Revolutionary Armies, be it known, animated by the high idealism that they are ever vigilant and alert, and are capable of coping with any emergency. Such feeble attempts on the part of the militarists are indicative of the extent of their incapability, and after having sustained this severe reverse, it hardly seems possible that they can long survive."

"The public therefore need not be disturbed by such mendacious rumours, nor allow itself to be unnecessarily frightened by such falsehoods, and is hereby requested to exercise its judgment and discretion accordingly."

"Furthermore, be it also hereby proclaimed that henceforth all misleading rumour-mongers, when discovered, shall be punished in accordance with the martial law."

By Order.
PEI CHUNG HO.

TETHERING PEKING'S ROAD HOGS!

SHALLOW TRENCHES IN LEGATION STREET.

PEKING, August 17th. Sounds of lamentation and wrath are arising from motorists in the Legation Quarter as a result of preparation of several shallow trenches on Legation Street.

These trenches are designed to curb the speeding driver, who, upon dropping into one at a 50-mile clip, is expected—in the words of the *North China Standard*—to "come down urgently and say in a penitent voice:

"Aha, I have been a bold bad boy. I have been trundling along right handily." Then he is supposed to reform."

This paper sees, however, a major weakness in the scheme. It points out that the element of surprise is lacking, suspects that familiarity will breed contempt, and declares that the proper scheme would be to take up these trenches at night and put them there and there, hither and yon, where their presence will be unsuspected."

A correspondent of the *Peking Leader* insists that "a more dangerous scheme it would be difficult to conceive, and unless it is immediately done away with some serious accidents may be expected." He suggests as an alternative measure that the Chinese police be provided with whistles and red flags.

Indignant motorists are circulating a petition against the trench system of speed control—*Manila Times*.

SOVIET AND THE S.S. "INKERMAN."

DECISION OF THE ODESSA DISTRICT COURT.

A "DISHONEST ACT."

[THROUGH REUTER'S AGENCY.]

Moscow, September 4th.

The Odessa District Court has decided to grant the Navy Department's claim for the return of the steamer *Inkerman* to the Soviet merchant fleet.

The judgment of the Court emphasised that the Egyptian Company which purchased the ship must have been perfectly aware that it was committing a dishonest act in purchasing a ship stolen from the Soviet Union.

Costs of the case—\$12,000 Roubles—were ordered to be paid by the Egyptian Company.

[According to the official Tass Agency the *Inkerman* belonged to the Russian Black Sea Mercantile Fleet and was taken by the White Guards when evacuating Odessa in 1920 and subsequently sold to an Egyptian firm and renamed the *Costi*.]

THE ART GALLERY AT MILLBANK.

SIR JOSEPH DUVEEN'S GENEROSITY.

[BRITISH WIRELESS SERVICE.]

RUSSIA, September 4th.

Sir Joseph Duveen has offered to complete the modern foreign gallery at Millbank, which was opened last year by the King, by building an additional gallery for modern foreign sculpture. His offer has been accepted by the Treasury and by the Trustees of Tate Gallery and building will shortly be begun on a vacant site behind the present galleries.

The building which the King opened last year was erected through the generosity of Sir Joseph Duveen. It consists of four large galleries on the main floor, three being devoted to modern foreign work and one to works by Sargent and five basement galleries particularly for suitable water colour and other drawings.

THE POISONED GREY-HOUNDS.

[THROUGH REUTER'S AGENCY.]

THE "MYSTERY" EXPLAINED.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 2nd.

There is no clue to the greyhound mystery, when several dogs were found poisoned at Manchester, and one of them died, as reported yesterday.

A puzzling feature is that the dogs were kennelled in pairs, and only the most valuable dog in each pair was affected.

A post mortem is being held on Tall Oak, the dog that died, which is stated to be worth £500.

THE SCHNEIDER CUP.

[REUTER'S AMERICAN SERVICE.]

THE AMERICAN COMPETITOR.

Rapid City, Sept. 2nd.

President Coolidge has consented to a request of the Navy that Naval Lieutenant William, an American entrant for the Schneider cup race at Venice, should be conveyed there with his specially-built seaplane aboard the cruiser *Trenton* if the tests of the seaplane are not completed in time to enable him to catch a liner.

"GENERAL PACT OF NON-AGGRESSION."

LEAGUE'S LATEST SURPRISE.

WHAT A PARIS JOURNALIST SAYS OF IT.

[THROUGH REUTER'S AGENCY.]

PARIS, Sept. 4th.

Despite the recent denial of one of the Polish representatives at Geneva of the rumour that Poland will propose a general pact of Non-Aggression to the League meeting at Geneva, "Pertinax" declares that the project has already been communicated to the British and French Governments.

Poland will suggest the drawing up of a declaration outlawing war. Signature to the declaration will be voluntary, but any Power signing will be bound to keep the peace with the co-signatories. Special guarantees are not mentioned.

The French Cabinet examined the proposal on Friday and M. Briand discussed it yesterday with Dr. Stresemann, who did not condemn the idea. Therefore, it is considered probable that M. Briand will adopt the proposal and submit it in his own name.

Press Demand That Rakowski Leave France.

PARIS, Sept. 4th.

The recent action of Rakowski, the Soviet Ambassador at Paris, in signing the manifesto promising Russian support in a World revolution, has led the French Government to protest to Chicherin, who replied that Rakowski had signed the manifesto merely as a member of the Russian Communist Party and not as a Soviet Ambassador.

The reply has not satisfied the French Government which again protested very forcibly.

As a result Chicherin, in a letter to the French Ambassador at Moscow, clearly disavows the attitude of Rakowski.

A section of the French Press, however, continues to demand that Rakowski leave France.

AMERICAN RAILWAY DISASTER.

FOUR PERSONS KILLED: TWELVE INJURED.

[REUTER'S AMERICAN SERVICE.]

PRINCETON, Ind., Sept. 3rd. Four persons have been killed and injured in a railway accident near here, a west-bound Southern Railway passenger train colliding with a coal train.

HOLY CITY'S SECRETS.

DISCOVERY ON BED ROCK BELOW JERUSALEM.

[REUTER'S AMERICAN SERVICE.]

JERUSALEM.

Continuing his excavations on Mount Ophel, Professor Crowfoot, of the British School of Archaeology, has found on the rock level, 40ft. below the surface, portions of two walls 22ft. thick, believed to be of the Maccabean period (the second century B.C.).

These walls form a gateway, which the professor thinks may be the entrance to the Akra fortress built by Antiochus Epiphanes, the Syrian oppressor, in 168 B.C., for his garrison, mentioned in the Apocrypha, and by Josephus.

Discovery of a hoard of 300 coins of the time of Alexander the Great (about 30 B.C.) supports this view.

Owing to the occurrence of Maccabean work on the bedrock here, it is thought that the western wall of the Jewish city should be located a short distance to the east—*Reuter*.

Location of the foundations of the city of the Jebusites—the Jerusalem which the Children of Israel took after their migration through the wilderness—is one of the great problems of Palestine exploration.

Among passengers leaving Hong Kong by the P. & O. s.s. *Morea* on Saturday were Mr. and Mrs. P. P. Woodhouse, and Mrs. H. M. Currie, Mr. and Mrs. C. E. Ferguson, Squadron-Leader C. E. W. Foster, Mr. and Mrs. A. Fothergill, Mr. R. O. Griffiths, Mr. A. E. Hill, Mr. R. O. Matthews, Mr. R. C. Munroe, Mr. G. Naylor, Mr. A. M. Pilling, Mr. J. F. M. Robertson, Mr. H. Routledge, Mr. and Mrs. E. Rowe, Mr. A. L. Shark, Capt. R. A. Slater, Mr. W. H. Stowell, Mr. A. O. Tackray, and Miss G. G. Williams. There were many officers going home from Shanghai.

Those passing through included: Pay-Comdr. G. C. Kiddie, Lieut.-Comdr. P. H. Calderon, Col. G. Carpenter, Major F. S. Woodhouse, Capt. M. Glover, Capt. G. B. Guinness, Lieut. J. R. S. Brown and Mrs. Brown, Flying Officer S. J. Gilbert and Pilot O. E. Webb.

AN INVITATION TO ROME.

TO THE LORD MAYOR AND SHERIFFS OF LONDON.

[BRITISH WIRELESS SERVICE.]

RUSSIA, September 4th.

In response to an invitation from the Governor of Rome, the Lord Mayor of London and the Lady Mayoress with the Sheriffs and their wives, will visit the Italian capital at the end of this month.

"POPPY DAY."

RECORD SUM REALISED.

[BRITISH WIRELESS SERVICE.]

RUSSIA, September 4th.

Earl Haig states that the record sum of £435,000 was collected by the sale of poppies on Poppy Day of last year. Since "Poppy Day" was instituted in 1915 £1,740,000 has been raised on behalf of war service men's charities. Last year's figure was an increase of £40,000 on the previous year and the public response has steadily grown annually. Administrative expenses are under five per cent.

K.C.C. CONCERT.

SUCCESSFUL OPEN-AIR FUNCTION.

[BRITISH WIRELESS SERVICE.]

AUDIENCE OF OVER 400.

Open-air concerts are popular in Hong Kong. On Saturday night at the Kowloon Cricket Club grounds an audience of over 400 thoroughly enjoyed the lengthy and well varied programme which was given, to raise funds for a concert for 1,000 service men next Saturday.

There was no time for encores in view of the length of the programme, and the concert did not end until after midnight. The "2 Flayers," who gave a capital show at Taikeo Club last week, gave a similar programme which was much enjoyed. The whole entertainment fully merited the vociferous applause given.

The Programme.

The band of the 1st Cameronian, under the baton of Mr. Horace E. Dowell, L.R.A.M., opened the programme with Rossini's overture "William Tell," which was followed by the Miserere scene in "Il Trovatore" (Verdi) in which the duet parts were given by Corporal R. Bain (clarinet) and Bandman G. Phillips (cornet).

Mr. Hinton helped to sustain the humour of the programme and the band followed with the "Cavalleria Rusticana," selection "The Banderero" by Mr. Wilmont and a descriptive band piece, "A Hunting Scene" concluded the first part. "The Maid of the Mountains" selection opened the second part and then Mr. Beaver gave the "Deathless Army" and Mr. Wilmont "The Floral Dance." Mr. Hawkins' comic song "I might learn to love him later on," although an old number was very acceptable, and amusing.

Another band selection "Hungarian Dances, Nos. 1 and 3" brought the next interval. A Pot Pourri "Melodious Memories, opened the last part of the entertainment, a dramatic interlude by Messrs. Porter and Hughes was very enjoyable, and so was the comic song "Bunga, Bunga" provided by Mr. Beaver. The concluding band piece, which brought the programme to a finish was a grand fantasia "Battle of Waterloo," followed by the Cameronian Rant, and the National Anthem.

There should be a big crowd at the K.C.C. next Saturday night when, it is understood, a capital programme is being put on. With the success obtained at Saturday night's concert, it is to be hoped that the K.C.C. Committee will be able to stage some more functions of this nature before the hot weather finally passes.

£2,000,000 LOAN.

TO PROVIDE SHELTER FOR BIG SHIPS IN TANGIER HARBOUR.

[REUTER'S AMERICAN SERVICE.]

The British Chamber of Commerce at Tangier, with the support of the British Consul-General, has taken the initiative of proposing to the three interested Governments—France, England and Spain—that they facilitate at a reasonable rate of interest a loan of £2,000,000 for the purpose of doubling the length of the great jetty of the Tangier harbour.

The largest ships would then be sheltered, and as traffic develops it is said that owing to Gibraltar holding the monopoly on warships England would like to make Tangier the commercial harbour for the Straits of Gibraltar, where coal and oil fuel could be supplied to ships crossing the Straits which are in a great number British.

THE WEEK-END SPORT.

Home and Local Football, Tennis, County and Local Cricket, Bowls, Baseball, etc.

LAWN TENNIS.

PRIZE DAY AT I.R.C.

KOWLOON C.C. v. SERVICES.

The annual tournament of the Indian Recreation Club was brought to a conclusion on Saturday afternoon and the prizes were distributed to the winners by Mrs. S. A. Hussain (wife of the Hon. Treasurer). The finals were decided and a friendly match was played between the Club and the Indian staff of the Indian Recreation Club.

S. A. Hussain retained the Singles title by beating I. A. Razack in straight sets, the scores being 7-5, 8-2 and 6-0 in his favour. The team match was evenly contested and the Club gained the decision in the end by the narrow margin of 3 games only.

Of interest to the members of the Club was the Novices' Championship which was won by M. Y. Adal who beat Ajit Singh in the final by the odd set in five. Throughout the competition, great rivalry existed amongst the players. The winner started tennis only three months ago.

The successful competitors in the tournament were as follows:—

Singles Championship:—S. A. Hussain, runner-up I. A. Razack.

Doubles Championship:—S. A. Hussain and S. A. R. Bux, runners-up Y. A. Wahab and A. R. Azan.

Singles Handicap:—S. S. Hussain, runner-up H. D. Rumi-jahn.

Doubles Handicap:—S. S. Hussain and S. A. R. Bux, runners-up Y. A. Wahab and A. R. Azan.

Novices' Championship:—M. Y. Adal, runner-up Ajit Singh.

INDIAN R.C. v. H.K. ELECTRIC COMPANY.

Played on the Indian Recreation Club courts, Sookunpo, the Club winning by 3 games.

Scores:—S. S. Hussain and A. R. Azan (I.R.C.) beat D. Mohamed and S. A. G. Mohamed 5-6.

beat S. A. R. Bux and A. R. Minu 8-3.

beat Y. A. Wahab and M. Hassan 7-4.

S. A. R. Ismail and F. M. el Arculli (I.R.C.) beat D. Mohamed and S. A. G. Mohamed 2-9.

lost to S. A. R. Bux and A. R. Minu 4-7.

lost to Y. A. Wahab and M. Hassan 5-6.

S. A. Hussain and O. Hoosen (I.R.C.) beat D. Mohamed and S. A. G. Mohamed 6-5.

beat S. A. R. Bux and A. R. Minu 7-4.

beat Y. A. Wahab and M. Hassan 7-4.

Total:—I.R.C., 51; H.K.E., 48.

KOWLOON v. SERVICES.

An interesting match was played between the Kowloon Cricket Club and the Services on the former's courts on Saturday. The former put up a strong team and won by 10 games, losing one set only out of the nine.

Scores:—E. C. Fincher and E. F. Fincher (K.C.C.) lost to Lt. Frowen and Capt. Howard 5-0.

beat Lt. Webb and Lt. Dale 8-3.

beat Lt. Hunt and Capt. Leavy 7-4.

W. Hyde and C. E. Millard (K.C.C.) beat Lt. Frowen and Capt. Howard 5-0.

beat Lt. Webb and Lt. Dale 8-3.

beat Lt. Hunt and Capt. Leavy 7-4.

8-E. Green and C. W. E. Bishop (K.C.C.) beat Lt. Frowen and Capt. Howard 6-5.

beat Lt. Webb and Lt. Dale 9-2.

beat Lt. Hunt and Capt. Leavy 8-3.

Total:—K.C.C., 64; Services, 33.

C.R.C. "AT HOME."

Arrangements are now being made to hold the Chinese Recreation Club "At Home" on September 9th, instead of October 1st as at first scheduled. The proposed change is due to the fact that the date clashes with the "Fun of the Fair" which is fixed for the latter date. As last year the concluding match of the Tennis League will be between the Champions (the Chinese) and the Best.

LEAGUE BASEBALL.

FILIPINOS THRASH THE TIGERS.

The Filipino Baseball crew scored another victory yesterday afternoon at the Happy Valley diamond, when they met the S.C. Tigers. The Tigers were beaten to a tune of 21-4. The Filipinos were far superior, both in fielding and pitching. In run gathering they were assisted by a flock of errors contributed by the Chinese players.

It was a mild and limping contest but in the 6th innings Zafra broke the monotony by scoring a healthy one to right field and made the home circuit after two men had been disposed of.

The following were the line up, and score by innings:—

Filipinos	Tigers
T. Leonard	lb. C. T. Leong
Manista	a.s. K. K. Leong
Fernandez	c. Shing
Zafra	p. P. Wong
Cruz	sh. A. Lau
D. Leonard	c.f. R. Lau
Hull	l.f. W. Wong
Tecson	3rd. Lee Shiu Lam
Delgado	r.f. Tye
1 2 3 4 5 6 7 Total	
Filipinos	8 0 8 1 1 2 2 21
Tigers	0 3 0 0 1 0 0 4

Umpires: Nixon and Chew.

A FRIENDLY GAME.

"PAMPANGA" BEAT FILIPINOS.

As the Hong Kong Baseball League game between the Japanese and the Club de Recreo was postponed on Saturday as the Portuguese playing football against a Service team, a scratch team from the Filipino Baseball Club met a side from the U.S.S. Pampanga in a friendly fixture.

The Pampanga won by three runs.

Among the Filipino's were some young players, who showed much promise.

A feature of the game was a home run by Brown of the Pampanga in the sixth inning.

The teams lined up as follows:—

Filipino B.B.C.	"Pampanga"
T. Leonard	a.s. Brown
O. el Arculli	c. Bacon
Fernandez	c.f. Roemer
Cruz	2b. Lawrence
D. Leonard	p. Griffin
Yew Wing	3b. Conway
L. Kau Chin	r.f. Forman
Escarer	l.f. Branham
Cheuk Ching	lb. Nixon
Substitute:	
Geo. Ng	3b.
Score by innings:—	
1 2 3 4 5 6 7 Total	
Filipinos	0 0 1 1 0 0 5
Pampanga	0 0 5 1 0 0 8

FAR EAST OLYMPIAD.

JAPAN WINS CHAMPIONSHIP.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 2nd.

By losing the basketball game last night to the Philippines, China's last hope of winning the Far Eastern Olympic Championship has vanished, Japan emerging the victors.

CHANNEL SWIM.

U.S. 13-YEAR-OLD TWIN SISTERS TRY.

[THROUGH REUTER'S AGENCY.]

BOLONGNE, Sept. 2nd.

The 13-year-old American twins, Phyllis and Bernice Zitenfeld, have started a Channel swim from Cap Grizac.

The sisters are escorted by two tugs, so that if one gives up the other will be enabled to continue.

Another Woman Aspirant.

A third woman Channel aspirant, Mrs. Marriott, has started from Cap Grizac.

Three More Retire.

The Zitenfeld twins and Jane Dwin have given up their Channel attempts.

LAWN TENNIS.

FRENCH "STARS" DEFEATED IN U.S.A.

[REUTER'S AMERICAN SERVICE.]

BROOKLYN, Sept. 2nd.

In the United States national lawn tennis doubles George Lott, Jr. of Chicago, and John Doe, of California, beat Cochet and Brugnon 6-3, 3-6, 6-3, 2-6, 8-7.

John Hennessey, of Indianapolis and Lucien Williams, of Chicago, beat Borotra and Lacoste 6-3, 6-2, 6-4.

The Semi-Finals.

Lott and Hunter beat Lucien Williams and Hennessey 6-7, 6-2, 6-3.

The final match will be between the Champions (the Chinese) and the Best.

LAWN BOWLS.

KOWLOON C.C. ON TOP.

WIN SECOND DIVISION CHAMPIONSHIP.

The Championship of the Second Division of the Hong Kong Lawn Bowls League has now been settled. The Kowloon Cricket Club won it on Saturday by defeating the Royal Hong Kong Yacht Club.

The K.C.C. second string have only been beaten three times this season, losing twice to East Point R.C., and once to Taihook R.C.

The East Point R.C. are runners-up, so far, but Taihook by winning their outstanding two matches can take this position by the margin of one point. Taihook R.C. have to play the Yacht Club twice, one match being next Saturday, and the Bowling Green Club have also to meet Taihook. This will complete the Lawn Bowls League programme.

There was only one match in Division I, that between the Civil Service C.C. (away) and the Bowling Green Club, which the former club won by a margin of 11 shots.

Division I programme would have been complete had the match been played between Taihook and Kowloon Dock, but owing to the death of Mrs. Macaskill (reported elsewhere) the fixture was postponed until next Saturday.

The K.C.C. second team win promotion to Division I, and their first team, which has only won one match throughout the whole season go down.

THE RESULTS.

The results of the matches played on Saturday were:—

Division I.

The Kowloon Bowling Green Club lost on their own green to the Civil Service Cricket Club by 11 shots. The scores were: K.B.G.C., 54 shots; C.S.C.C., 65 shots.

Division II.

The Yacht Club were beaten at home by the Kowloon Cricket Club by a margin of 27 shots. The scores were: Yacht Club, 42; K.C.C., 69.

Friendly Match.

In a friendly match, the Civil Service Cricket Club (second team) beat the Club de Recreo by two shots. The scores were: C.S.C.C., 70 shots; Club de Recreo, 68 shots.

LEAGUE TABLES.

The positions in the League table are:—

Division I.	P.	W.	D.	L.	Pts.
Kowloon D.R.C.	11	1	0	0	22
Taihook R.C.	11	1	1	3	15
Police R.C.	12	6	0	6	12
Kowloon B.G.C.	12	5	1	6	11
C.S.C.C.	12	5	0	7	10
Craigengower	12	5	0	7	10
Kowloon C.C.	12	1	0	11	2

Shots For and Against.

For	Agst.	Up.	Dn.
Kowloon D.R.C.	702	544	158
Taihook R.C.	690	599	91
Kowloon B.G.C.	723	695	28
C.S.C.C.	723	706	17
Police R.C.	688	729	41
Craigengower	661	715	54
Kowloon C.C.	522	761	169

Division II.

P.	W.	D.	L.	Pts.
Kowloon C.C.	14	1	0	28
East Point R.C.	14	10	4	20
Taihook R.C.	12	8	1	17
Kowloon B.G.C.	13	8	0	16
Club de Recreo	14	5	1	11
C.S.C.C.	14	5	0	10
Craigengower	14	4	0	8
Royal H.K.Y.C.	11	1	0	2

Shots For and Against.

For	Agst.	Up.	Dn.
Kowloon C.C.	662	733	129
East Point R.C.	645	722	123
Taihook R.C.	743	691	29
Kowloon B.G.C.	773	690	74
Club de Recreo	766	806	20
C.S.C.C.	752	838	56
Craigengower	745	846	101
Royal H.K.Y.C.	540	751	211

INTER-DEPARTMENTAL BOWLS.

COMPETITION DRAWING TO A CLOSE.

In the Inter-Departmental Bowls Competition yesterday on the Civil Service Cricket Club's green, the first of the semi-finals was decided.

The Sanitary Department beat the P.W.D. by seven shots.

The teams were:—

Sanitary Department:—Smith, Roylance, Duncan and Hill (skip)—10.

P.W.D.:—Rose, Holland, Keegan and Tagchi (skip)—12.

The other semi-final will be played next Sunday between the Small Unit and the Police.

The Police had to meet the Harbour Department, but as the latter were unable to play, the Police were given a walk-over.

COUNTY CRICKET.

LANCASHIRE AGAIN CHAMPIONS.

SURPRISING DEFEAT OF NOTTS.

The totally unexpected happened on Friday. Notts succumbed to Glamorgan, who had not yet won a match this year, and Lancashire are again champions. Lancashire, like Yorkshire took to heart the lesson of the surprising victories of W. W. Armstrong's men in 1921, and have adopted the slogan "efficiency first." It may not always make for such exhilarating cricket as that shown by the easy going Southern cricketers, but it undoubtedly pays, and perhaps the North of England sees the importance of the result in a truer perspective than does say, Somerset. And so they beat Somerset. Lancashire have undoubtedly a very fine team indeed. They were able to secure the services of Macdonald, that great Australian trundler, and to back him are R. Tyldesley, the two promising "colts" Iddon and Sables and F. Watson.

Their batting is phenomenally strong with Makespey, E. Tyldesley, Hells, Watson and McL. Green, as the first five. Notts are perhaps a better bowling side, and on paper, the Yorkshire team is still composed of "all Test" players. It has been a great struggle for the championship and while Notts had desperately bad luck to lose to Glamorgan, well Lancashire had no business (for it is a business county) to go down before Sussex and then fail to beat Leicestershire at a critical juncture.

There has been a good deal said about cricket slowly dying of dullness, and the Northerners are often accused of being the chief offenders. Perhaps that is hardly fair. For the crowd cricket depends largely on personalities. It was old W.G. who made it a spectacular game. "Banji" was the next greatest draw the game has had, with Jessop, Fry, MacLaren and Hirst close upon his heels in pre-war days. To-day it is the same. Hammond, Tate, Hobbs, A. P. F. Chapman and Sutcliffe are all as much a draw as the famous stars of the theatre and film-land. Sussex under A. E. R. Gilligan have gone far by brilliant fielding and enterprising play to become the "popular side," and there Gilligan was on the right track. Too many counties are dull without their stars—some have no stars or at least none who have qualities that attract the crowd. But this has always been so, and yet first class cricket maintains its hold on the popular imagination, and, if there is anything wrong, it will not be the fault of the critics if it is not put right.

The reason is over now, except for a few festival games that no one takes too seriously, there has been a fine struggle for the championship, a number of young players are coming to the front, and the rising generation of batsmen are taking to heart this reproach of "too much timid defence." They know the game has powerful rivals in golf and tennis. They know that even in England there is a rumour of very popular and exciting game from across the water that goes by the name of baseball!

In the final series of county games and the festival matches the best individual performances were:

Batting.

Bates (Glamorgan)	163
Woolley (Kent)	125
Blunt (New Zealand)	103
Douglas (for M.C.C.)	101
Russell (Essex)	110
Calkhorpe (for Gentlemen)	101
Hammond (for Players)	138
Hendren (for Players)	103

Bowling.

Ryan (Glamorgan)	5 for 81
Mcnerney (Glamorgan)	4 for 14
Robinson (Yorkshire)	5 for 37
Macaulay (Yorkshire)	7 for 76

[THROUGH REUTER'S AGENCY.]

GLAMORGAN BEAT NOTTS.

LONDON, September 2nd.

Glamorgan defeated Notts by an innings and 81 runs. Notts thus failed to win the County championship, which is still held by Lancashire.

This was Glamorgan's first victory of the season.

Notts batted first and compiled 233, Gunn scoring 68 and Payton 50. Ryan secured five wickets for 81 runs. Glamorgan replied with 87, Bates contributing 163 and Bell 57. Richmond's five wickets cost 102 runs.

(Continued on next Column.)

COUNTY CHAMPIONSHIP LEADERS.

Team	Matches	W.	L.	Won	Lost	No	Pts.	Pts. obt.	Percent.
Lancashire	28	10	1	11	5	1	224	154	68.75
Yorkshire	28	12	3	3	4	1	294	152	67.85
Yorkshire	27	10	3	3	6	3	218	135	62.54

These are followed by Kent with a percentage of 62.01, Derbyshire with 61.87 and Surrey 60.79; Glamorgan comes fifteenth with 35.11, and Worcestershire is seventeenth and last with 18.51.

LOCAL CRICKET.

DIOCESAN SCHOOL v. BRITISH HOSPITAL.

A friendly match was played on Friday between the Diocesan Boys' School and the British Hospital of the latter's ground and resulted in a draw.

Scores:—

General British Hospital.	
Capt. Bonavia, c G. Lee, b Zimmerman	30
Cpl. Dodshon, b A. Lee	19
Pte. Carter, b A. Lee	13
Zimmerman	15
Cpl. Davis, c and b Zimmerman	7
Thompson, b A. Lee	7
Pte. Arthur, b R. Lee	8
C.M.S. Coad, c Kwan, b Zimmerman	0
Pte. Page, b R. Lee	1
Pte. Goodyer, c and b Zimmerman	5
Pte. Sparks, c and b R. Lee	0
Pte. Baynes, not out	0
Extras	3
Total	96

Bowling Analysis.

	O.	M.	R.	W.
A. Lee	10	1	24	3
W. H. Kwan	3	0	25	0
D. J. N. Anderson	5	1	25	0
F. R. Zimmerman	4	2	15	3
R. Lee	1	1	0	3

Diocesan Boys' School.

	O.	M.	R.	W.
Coad	2			
F. R. Zimmerman, b Thompson	1			
A. Lee, b Carter	28			
J. Fisher, c Page, b Thompson	19			
G. A. Lee, b Davis	12			
W. H. Kwan, not out	21			
F. R. Lee, run out	2			
R. Lee, not out	0			
Extras	10			
Total (for 6 wks.)	65			

A. S. Kyum, A. Normanbhoy, E. S. Howard, A. Prata did not bat.

Bowling Analysis.

	O.	M.	R.	W.
Thompson	6	0	35	2
Q.M.S. Coad	4	0	18	1
Capt. Davis	2	0	14	1
Pte. Carter	5	1	18	1

(Continued on next Column.)

Notts had to go in a second time on a difficult wicket and were dismissed before lunch for

BRIGHTER CRICKET.

MY WAY TOWARDS IT.
DELIVERING "THE GOODS."

[By W. R. HAMMOND.]

Cricket lovers want brighter cricket. Can we players "deliver the goods?"

I think we can. I think that if we take the long view, bearing in mind the changes that are taking place around us, we shall realise that if a big public is to be attracted to the game we must show more enterprise while we are on the field.

Any one who has played the game knows that all cannot perform the feats of a Jessop, but there is hardly one who cannot improve on the normal rate of sixty runs an hour if he will take a sporting risk.

We Must Hold Our Public.

Without being in the least pessimistic, our younger "pros" must realise that cricket has many rivals as a game and as an attraction, and this competition is becoming yearly more intense. We must hold our public.

It is not a question of showmanship, but of sound common sense. We young players must look ahead. The essence of true sport is risk. Ideal cricket does not consist of waiting for the bad ball that a schoolboy could hit to the boundary. Bowlers have got to be forced to bowl badly by hitting them in their length. It may be risky, but in the end it pays.

Forcing runs can be achieved without using the bat like a base ball stick. The general principles as laid down by our coaches can still be adhered to. The straight bat is still necessary for the bats in front of the wicket, and foot-work alone makes most strokes possible.

Koungsters must not be couched out of a natural style if it gets what they are after—runs. With some their faults may prove to be their virtues.

A good deal has been made out of the fact that I have had no real coaching, but my methods can be said to be orthodox. I have watched the best; a good eye and a good physique have helped me to put into practice what I have seen others do.

Then, I believe it is a fact that some of our county secretaries are worried in the matter of finance. If counties are having a thin time financially it must not be charged against the weather.

Without serious interference on the part of the weather, I think more county games should be finished in three days, and matches should be played with that end in view.

A Good Game Wanted.

While I think respect should be paid to a county that holds the championship, I believe the man in the street cares little (or less) which county he is going to see, so long as he is going to see the game at its brightest and best.

Too many counties enter a game with the feeling that "if we can't win we won't lose." To me it seems that this is the way to play into the hands of the enemy.

A side loses the toss and the bowlers begin at once to bowl the batsmen to sleep. Ball after ball is irreproachable length always providing that the batsmen will not take a risk.

Now if a young bowler really could take a young into the future he might show far more enterprise. For bowlers too, must take risks. There may be much virtue in bowling many maiden overs, but the people who are finding the sinews for our winter wages do not wax enthusiastic. It is the bowlers who will not take the risk who will take the wicket in good time for a match to be finished, even though the average number of runs may be exceeded.

Freeman And Tate: Bowlers With Brains.

If I may make this personal, I should say that a bowler like Freeman is more likely to get a wicket in much quicker time than most bowlers, because I feel his challenge as soon as I reach the crease. He will invite me to hit. He does all batsmen. His enterprise pays.

With a bowler like Maurice Tate cricket cannot be drab, because something is always happening. He compels every batsman to play the ball, not merely by playing forward and pushing it back, but by quick, energetic strokes.

No one has a view of the batsman leisurely raising his bat and lazily patting at the ball while the Sussex men bow. He is at you all the time, not waiting for you to make a mistake, but compelling you to do so. That makes him the finest bowler in the world, in every sense!

I do not think our county committees would sit in judgment too hastily on a young player who met with a few failures in his endeavour to force the pace if the state of a game warranted a risk being taken.

Committees are not, I believe, unduly affected by a player's average. If they are, then that spirit is wrong. Circumstances

(Continued at foot of next column.)

FOURTH NIGHT FETE.

AT VICTORIA RECREATION CLUB.

TWO CHAMPIONSHIP EVENTS.

The fourth night fete of this season at the Victoria Recreation Club on Saturday night was quite a success, although there was not so large an attendance as on the previous occasion, possibly because of the counter attractions at Kowloon and Repulse Bay.

Among those present at the V.R.C. on Saturday night were the Hon. Mr. W. T. Southern, C.M.G. (Colonial Secretary), Chairman of the Club, and Mrs. Southern, the latter distributing the prizes to the successful competitors at the close of the aquatic events.

As usual, the Lyric Orchestra played during the evening, and were also in attendance for the customary dance after the prize distribution.

Two championship events were decided, the 100 yards free style, open championship of the Colony, which was won by D. Lyon, and the 100 yards Free Style Ladies' Championship of the Colony, won by Miss M. Blunsden with ease.

In the first mentioned event it is interesting to note that the winner's brother, "J.S." was second.

Fancy diving (an open event) proved very popular and E. D. da Reza won out of five competitors.

An Inter-Hong team race was arranged, with six men a side, but out of the five teams who entered (the Canadian Pacific Railway Co., the Hong Kong Government Departments, Sheehan Bank, and Telegraph Co.), only the Hong Kong Government Departments' team turned up. A V.R.C. team gave them a race. The Government team were defeated, but they were given the prize.

At the conclusion of the sports, Mr. C. J. Cooke, the Hon. Secretary of the Club, thanked Mrs. Southern for attending and for giving away the prizes, and commented that Mrs. Southern had frequently visited the V.R.C., and they were always delighted to see her there.

On the call of Mr. Cooke three cheers were accorded Mrs. Southern.

The Results.

The results were as under:—
50 Yards Handicap (Members)—
1. B. M. Talati; 2. R. L. Strange.
100 Yards Free Style Championship (open)—1. D. Lyon, 61.25 secs.; 2. J. S. Lyon, 63 secs.
100 Yards Ladies' Championship (open)—1. Miss M. Blunsden, 53.45 secs.; 2. Miss D. Hunt, 100 secs.

Pillow Fight—1. A. Duncan.
Fancy Diving (open)—1. E. D. da Reza; 2. A. Duncan.
Water Polo—The water polo match between the Hong Kong Volunteer Defence Corps and the V.R.C. team was three goals to nil. The scorers were Simpson (2) and D. Lyon.

BILLIARD LEAGUE FORMED.

A local Billiard League has been formed by a number of enthusiasts. It is to open this week, and it is understood that matches will be played two nights a week.

A cup has been put up for competition, and about ten teams, including the Police, King's Own Scottish Borderers and the Royal Naval Dockyard Recreation Club are to participate.

K.O.S.E. "AT HOME."

OFFICERS AND SERGEANTS AT PLAY.

A successful "At Home" was held at the South China Command Sports Board grounds at Sookan-poo yesterday afternoon, when the Officers and Sergeants of the King's Own Scottish Borderers opposed each other in a tennis match. A very enjoyable time was spent and tea and refreshments being served.

Each team was composed of six pairs, but failing light prevented the match from being completed. The Officers, however, had the lead by 84 games to 60 when play ended.

The Officers were represented by—Lt. Col. L. J. Comyn, D.S.O., and Capt. Dobbie, Capt. Thorpe, and Lt. Welch, Capt. Perfect and Lt. MacLaine, Major Ogilvy and Lt. Tregear, Lt. Sanaeaman and Lt. P. Reid.

The Sergeants team was composed of—R.Q.M.S. Delant and C.M.S. Butterfield, C.S.M. Wilson and Sgt. McGluehy, Sgt. Burns and Sgt. Watts, C/S. Bell and Sgt. Barkham, Sgt. Potts and C.S.M. McKay, Sgt. Hope and C/S. Sore.

alone must decide when a batsman can be said to have failed.

It is not in a transient spirit that I say: Let us put some life into the grand old game. Bowlers must not be allowed to become automatons. Once your eye has sighted the ball, hit hard and hit often!

AMERICAN BASEBALL.

NATIONAL AND AMERICAN LEAGUES.

THE RESULTS OF LAST WEEK.

[REUTERS'S AMERICAN SERVICE.]

New York, September 3rd.
The following are the results in the National and American Baseball Leagues for last week from Sunday, August 28th, to Saturday, September 3rd:—

National League.

Sunday (August 28th): Philadelphia 2, Chicago 1. Philadelphia 6, Chicago 10.
Tuesday (August 30th): New York 8, Chicago 7. New York 4, Chicago 1. Brooklyn 2, St. Louis 1. Brooklyn 1, St. Louis 2. Boston 2, Cincinnati 4. Boston 5, Cincinnati 6.

Wednesday (August 31st): Brooklyn 5, St. Louis 3. New York 7, Cincinnati 1. Boston 3, Pittsburgh 2. Philadelphia 6, Pittsburgh 12.
Thursday (Sept. 1st): Brooklyn 16, St. Louis 3. Boston 0, Cincinnati 1. Philadelphia 2, Pittsburgh 7. Pittsburgh 4, Chicago 3.

Friday (Sept. 2nd): Pittsburgh 4, Chicago 3. Boston 3, Brooklyn 2. Cincinnati 5, Chicago 0. Pittsburgh 5, St. Louis 3.
Saturday (Sept. 3rd): St. Louis 6, New York 10. Detroit 5, Philadelphia 8. Chicago 6, Washington 4. Cleveland 9, Boston 2.

The American League.

Sunday (August 28th): St. Louis 4, New York 14. Detroit 7, Philadelphia 8. Chicago 6, Washington 4. Cleveland 9, Boston 2.
Monday (August 29th): St. Louis 6, New York 10. Detroit 5, Philadelphia 8. Chicago 4, Washington 0. Cleveland 8, Boston 2.

Tuesday (August 30th): St. Louis 3, New York 8. Cleveland 2, Boston 10. Detroit 0, Philadelphia 5.
Wednesday (August 31st): No play.
Thursday (Sept. 1st): New York 10, Boston 3. Washington 5, Philadelphia 3. St. Louis 1, Detroit 3. St. Louis 3, Detroit 4.

Friday (Sept. 2nd): Chicago 6, Cleveland 8. St. Louis 4, Detroit 8.
Saturday (Sept. 3rd): Philadelphia 3, New York 2. Chicago 6, Cleveland 7. St. Louis 3, Detroit 2.

THE FORBES RUSSEL COMEDY COMPANY.

LONDON SUCCESSES AT THEATRE ROYAL.

We have had a number of interesting entertainments here of late. The Broadway Follies, who gave their last performance at the Queen's to-day have provided some charming dancing, and next week on September 13th the Oriental Strolling Players open at the Lee Theatre in a series of entertainments for Europeans.

On September 16th the Forbes Russell Comedy Company are coming to the Theatre Royal. April Vivian is the leading lady in a series of London successes, of which the first is "The Last of Mrs. Cheyne," which was so successfully presented by the Hong Kong Amateur Dramatic Company last season.

The plays to be presented are:—Saturday: "Bluebeard's Eighth Wife" from the French of Alfred Savoir, by Arthur Wimpole. Monday, the 18th: "The House of Bees," a mystery play from the Strand Theatre, London.

Tuesday, 20th: The successful farcical comedy, "Half-a-Loaf" (by Noel Scott). On Wednesday, 21st: "Nothing But the Truth." Thursday, 22nd: "In the Next Room," a mystery play by Eleanor Robson and Harriett Ford from St. Martin's Theatre, London.

Friday, 23rd: "Peg O'My Heart," with April Vivian as "Peg." Saturday, 24th: Noel Coward's successful play, "Fallen Angels."

NEXT FRIDAY'S CATHEDRAL RECITAL.

BY MAJOR E. J. BARKHAM.

As announced on Saturday, Major E. J. Barkham is to give an organ recital at St. John's Cathedral next Friday evening, at 5.30, in aid of the Organ Fund, and Mrs. H. Balcan is to play the violin.

The programme is as under:—Sonata No. 5—Mendelssohn. (Choral and variations on "Our Father.")

Violin Solo: "Air on G String" (Bach) and "Romance" (Max Brach). Mrs. Balcan. Prelude: Fugue in C Minor (Bach). Rhapsody: Sylvestried and Selected—Schumann. Postlude—Silas.

GREYHOUND RACES ON SUNDAY?

VEHEMENT PROTESTS BY RELIGIOUS ORGANISATIONS.

A SOUTHEAST PROJECT.

A storm of protest was aroused by the decision of the directors of Electric Horse Greyhound Racing Ltd., to hold at Southend a meeting on Sunday. If it proves successful the intention, it is stated, is to arrange further Sunday races at the Kursaal.

It was announced that protest is to be made to Southend Council and to the Home Secretary against the holding of the meeting, on the ground that it is illegal. A campaign in opposition to the meeting is being organised. The Southend Chief Constable stated that he was dealing with the matter but could say nothing further at the moment.

In the view of the promoters, Sunday greyhound racing at Southend would be a "progressive step." The following interview was given by one of the directors:

If the special meeting next Sunday is not a success we shall drop the idea. Southend is the most cosmopolitan town in the whole of England, but it caters primarily for the working classes. It is mainly for the working-class people of East London that we are introducing Sunday racing at the Kursaal.

There are thousands of people in London who, owing to their work, cannot attend the races at the White City. These people, however, come to Southend by cheap excursion trains on Sunday, and so many of them have asked us to give them a chance of seeing greyhound races that we have decided to hold a special meeting on Sunday. The meeting will start at three p.m., and therefore will not clash in any way with religious observance.

If the public support the meeting, as we think they will, we may hold another meeting on the following Sunday. As long as people come down to Southend during the season we shall care for them. I expect we shall have to contend with a certain amount of opposition, just as there was opposition when Sunday broadcasting was introduced.

Churches in Opposition.

The following comments on the project were made to Press representatives:

"The Rev. Thomas Kirkup, a prominent official of the Wesleyan Methodist Conference: 'I am quite sure that the majority of the Methodist people will greatly deplore it. I am personally strongly opposed to such an innovation.'"

The Rev. Dinsdale T. Young, the Wesleyan minister: 'I hold the old Puritan view of Sunday, in some degree, and I greatly object to such a use of the Sabbath, though I do not think Sunday racing is so bad as the Sabbath. I think Sunday racing is a great harm to the community. I think that the drift of these sort of things is adverse to the best life, the intellectual life, as well as to the character of the English people.'"

Mr. H. H. Martin, secretary of the Lord's Day Observance Society: 'We regard the proposal to start Sunday greyhound racing as an entirely unwarrantable encroachment on the English Sunday.'"

Declaring that a "direct breach of the law" would be caused, Mr. Wilfred Cairns, secretary of the Imperial Alliance for the Defence of Sunday, stated that an immediate protest would be made to Southend Council and to the Home Secretary.

"It is illegal to have on Sundays any entertainments for which admission money is paid," Mr. Cairns said. "They may get over it by letting people in free and charging them for their seats. Cinemas that open on Sundays are breaking the law, and councils which sanction this kind of thing are acting quite ultra vires."

I regard the decision to have Sunday racing as a great pity. I am quite sure the majority of the members of the Corporation will not approve of it," remarked the Mayor of Southend. "At the same time," he added, "I don't think the Corporation can stop it. The races take place in the Kursaal, and that is always open on Sundays."

Association "Completely Opposed."

Mr. F. S. Gentle, secretary of the Greyhound Racing Association, and son of the chairman, Sir William Gentle, remarked to a Press representative:

"Our association, which controls the best tracks in London, Manchester, Leeds, Birmingham, and Edinburgh, has no connection whatever with the company that has promoted greyhound racing at Southend. Although I have not yet had an opportunity of consulting my colleagues on the board, I can say emphatically that we are completely opposed to the idea of Sunday racing, and have never even dreamed of such a thing. Apart from the moral aspect, the conduct of the sport on Sundays would seem insupportable. There is, in my opinion, not the slightest call for greyhound racing on Sundays, and that to my mind, is the crux of the matter."

LOCAL CINEMA NOTES.

MONEY TALKS-AT THE QUEEN'S.

A SKATING DANCE.

THE WEEK'S PROGRAMMES.

[BY OUR FILM CRITIC.]

"Money Talks" which is showing at the Queen's to-day is quite an amusing film. The story is well told and holds one's attention, and it is, as usual with Metro Goldwin Meyer productions, above the average of the lesser films. Miss Claire Windsor who plays the heroine is a very pretty girl and acts her small part quite efficiently, but the burden falls mostly on Owen Moore as Sam Starling a hero. It is something of a Syd Chaplin rôle which is, we think, a mistake as that comedian has definitely made such parts his own, and Mr. Moore seems like an imitator. There was really no need to poach on Chaplin's preserves and the story would have done just as well without it. Owen Moore is far better as his breezy self than masquerading as the simpering lady doctor.

The Broadway Follies.

The Broadway Follies are giving a new programme, even better we think than that of last week. There is some clever trick Charleston dancing to begin with which was received with much applause. Mr. Bellotti brought down the house with his rendering of "Lo Donna e Mobile" and was called again and again for an encore. Although the fans were left on his voice sounded well but we regret for the sake of both singer and audience that we were not given full opportunity to hear it. The ballet was again the best thing in the programme. It is an exceedingly clever illusion of an ice carnival, the dancers moving with a peculiar glide as though on skates. Costumes, grouping and dancing were all charming.

THE WEEK'S PROGRAMME.

Queen's.

To-day: "Money Talks." Tomorrow and Wednesday: Norma Shearer in "A Slave of Fashion." Thursday to Saturday: A Zane Grey picture, "The Wanderer in the Wasteland."

World.

To-day: Anna Q. Nilsson in a story of the Klondike "Winds of Chance." Tomorrow and Wednesday: "Dance Madness." Thursday to Saturday: "Hey! Hey! Cowboy."

Star.

To-day: "A Six Shooting" Romance. The story of a Western Ranch with a lovely lady owner. Tomorrow and Wednesday: "Sherlock Jr." Thursday to Saturday: "The King on Main Street."

CHAUFFEUR'S FATAL ERROR.

3 PEOPLE KILLED, 16 INJURED.

The dangers of attempts by motorists to overtake each other on narrow country roads has again been tragically exemplified by an accident on the Paris-Cherbourg road, a few miles from Caen, and ten injured. It is feared that two of the injured will not recover.

Eight people in a small motor van driven by Andre Louvel, an amateur chauffeur, who took an unfortunate pride in his speed, were returning to Coutances from an excursion to Caen de Lisieux, when they caught up with a fast sporting car proceeding in the same direction. Louvel, according to survivors' accounts, made a sudden attempt to pass the sporting car, but he had not noticed that another car coming in the opposite direction was blocking his path. He was turning at high speed round the leading car before he observed his error, and it was then too late to avert a collision in which the motor-van was literally cut in two and hurled over twelve yards.

Three of the occupants of the van were killed instantaneously, and the others, including the chauffeur, were all seriously hurt, while five occupants of the colliding car received injuries which necessitated their removal to hospital. Louvel has been arrested.

WAR HATREDS RAPIDLY ENDING.

THE PART PLAYED BY SPORT.

PRESIDENT VON HINDENBURG FOR LONDON?

The decision of the Foreign Office

to sanction the appointment of naval and military attaches by the ex-enemy States is a further welcome reminder that what has been described as the war mentality is rapidly becoming little more than a memory. In this particular act the British Government has been joined by Italy, though not by France, and it is stated that Hungary will be the first country to avail herself of the privilege. Her new military attaché in London is to be a member of the princely house of Hohenzollern, and we make no doubt that he will receive a warm welcome from all with whom he comes into contact, not only out of respect for his illustrious family and for the army which he will represent, but also because his arrival marks another step along the road which leads away from the prejudices and animosities of the war period.

For our part we have to confess our surprise as well as our satisfaction at the rapidity with which anti-German feeling has died down in this country. Antipathy to the other nations with whom we were at war was never very strong, and in the case, at any rate, of Austria-Hungary it was mingled with regret that we should find ourselves in the opposite camp to those who had so often been our allies in the past. Against Germany, on the other hand, the feeling was very considerable indeed, and it was fostered by a hundred different influences. Whether this dislike was the outcome of fear or merely of jealousy it is not easy to determine, but to hate the war proved that they can make up for it in intensity. Nor were these bitter feelings by any means unilateral, for there is every evidence that the animosity felt on this side of the North Sea was heartily reciprocated on the other, and Hymns of Hate and their equivalents became the most acceptable music to the patriotic ear; though, generally speaking, the curious phenomenon was to be observed that the nearer one got to the firing-line the less hatred there was for those who occupied the opposing trenches.

No Use Nursing Grudges.

Fortunately for the peace of the world this feeling subsided almost as quickly as it had risen, and it soon came to be realised that the highest form of patriotism does not consist in hating someone else. Perhaps it had been overdone; perhaps it is not in the nature of either the Anglo-Saxon or the Teuton to nurse a grievance for long. However that may be, it is certain that as a nation we have buried the hatchet more quickly with Germany than we ever did with Spain or with France.

The cynic may reply that we have the same feat as did Madrid and Paris, and there is something to be said for the argument that at no time in the late war was Great Britain exposed to such danger as when the Armada was sweeping up the Channel or when Napoleon lay encamped at Boulogne. Whatever the cause, there can be no gainsaying the fact that whereas Spaniards and Frenchmen were regarded with suspicion long after our respective countries were once more at peace, Germans are now, less than nine years since the last shot was fired, everywhere received on an equal footing, while so far as the subjects of the other ex-enemy States are concerned the average Englishman has probably forgotten that he was ever at war with them at all.

Stamford Bridge and Wimbledon.

There are not wanting those who ascribe this closing of the breach almost entirely to economic causes, and declare that it is business that has brought the nations together. There is probably a good deal to be said for this argument, but to stress it unduly is to neglect another great influence working in the same direction—namely, that of international sport. During the past few weeks British crowds have applauded German and Hungarian athletes at Stamford Bridge and tennis players at Wimbledon, and the fact is significant. International sport, so long as it remains a pastime and does not become a business, should lead to a closer understanding among the nations, and thus provide a bond of union which did not exist in the past, for there was no Señoría de Alvarez to charm away memories of the Armada or Carpentier to make our ancestors forget the terror inspired by Napoleon.

Von Hindenburg.

In view of this rapid "approchement" between our late enemies and ourselves it would surely be a graceful, as well as a diplomatic, act on the part of His Majesty and his advisers to invite the President of the Reich, Marshal Von Hindenburg, to pay an official visit to London, later to be followed by one of the King and Queen to Berlin. Such an exchange of courtesies would go further than a hundred interviews between Sir Austen Chamberlain and Herr Stresemann at Geneva to close the breach caused by the war. We have all read how the chivalrous welcome which England gave to the captive King Vahs of France went far to soften for his subjects the bitterness of their defeat at the hands of the British. And many of us can remember how the United States honoured Admiral Cervera after his gallant action at Santiago de Cuba.

We refuse to believe that our fellow-countrymen to-day are one whit less charitable than either their ancestors or their American cousins, and the welcome which would greet Marshal Von Hindenburg would do more to bring Britain and Germany together than a whole vat of the Spirit of Locarno. The spectacle of the German President driving through the streets of London with Lord Bessy by his side would indeed remove any lingering traces of animosity which may still lurk in obscure corners.

The Personal Touch.

We commend this suggestion very earnestly indeed both to Sir Austen Chamberlain and to the Government as a whole. On many occasions we have found ourselves in disagreement with the policy of the Foreign Secretary, but we have never failed to appreciate his efforts to secure better relations with our late enemies. Now is the time when, by the use of a little imagination, he can bring his work to a successful conclusion. Rightly or wrongly, mankind is more partial to an individual than to a theory, and Germany and England will be brought closer together by an exchange of visits of this sort than by any diplomatic combinations. Let us as a nation we respect a brave enemy, and in greeting Marshal von Hindenburg we should, like the Senate of Rome in the case of Varro, be showing our appreciation of him *quod de republica non desperavimus*. We hope, therefore, that the Government will, to quote the famous phrase of the late President Wilson, make the gesture that will prove to the world that Anglo-German hostility was only a regrettable interlude which both nations now wish to forget—The Outlook.

5 YEARS AHEAD IN COAL INDUSTRY.

FUTURE WITH THE BIG COMBINATION.

[BY LORD ABERCONWAY.]

The future of the coal industry rests with the combination.

Scientific appliances, up-to-date machinery, and big-turnover must be the deciding factors in the struggle that is now going on in the industry. The process of amalgamation and elimination must progress, although I do not think that there can be any centralised control of the whole industry.

On the other hand, it is quite possible there will be a central selling organisation for the whole industry, as the larger groups, which really control the output, could easily get together. Sir Alfred Mond's recent proposal for a combined selling organisation for the Westphalian model, however, did not, I regret, meet with any sign of approval from the leading coal owners invited to discuss it. The financial and other difficulties from which the industry is

suffering to-day are due to the cutting of prices for the home as well as the foreign markets. If the designer could not buy his requirements at low prices from individual firms I am certain that, having regard to the fine quality of our coal, he would pay any reasonable price—a cartel might decide to ask.

Distillation of Oil.

One big development certain to take place in the coal industry in the next five years is the distillation of oil from coal.

This will have a very great effect on the coal industry and the profits of companies. I take the view that we shall save the £40,000,000 or £50,000,000 we are now paying every year for foreign oil.

That money will be turned into the coffers of the British coal trade.

So far as the export trade is concerned, I have no fears whatever. The quality of our coal is equal to the best in Europe and superior to most. Export business is simply a question of cost and price. If the miner would join forces with his employer, and do his level best to lower costs, he should gain a stronger footing in competition with badly-paid labour in the Silesian and Polish mines.

FOR THE SERVICES.

CAPITAL CONCERT AT CITY HALL.

ANOTHER SUCCESS FOR MRS. YOUNGHUSBAND.

Mrs. Younghusband scored her second success on Saturday night in the arrangement of the second of the new series of fortnightly concerts under the auspices of the Naval and Military Y.M.C.A. Entertainments Sub-Committee.

Like the previous concerts it proved a capital entertainment, and there was a packed house. The programme was a lengthy one, and it was impossible to grant encores, although many were asked for, except in one instance, when the audience would take no refusal from Mr. Harry Ore, who had to return to the piano again.

The programme opened with the Donnicorino Amateur Orchestra, a very pleasing and well balanced combination, who played the waltz "España," and a selection "The Wildflower." In the second part of the programme they played selections from "In a Persian Market," and "Miss Hook of Holland." Mr. G. W. C. Burnett, as usual made a big hit with the men. Mrs. H. Minney sang "Be Still Blackbird," "Tod and Dick" contributed songs and stories, while Surgeon-Lieut. Bradfield, R.N., sang "An Emblem" and "Smiles Through" in a full baritone which was much enjoyed.

"The Marvellous Haytours, Mental Telepathists" provided a good entertainment, entitled "Two minds with but a single thought."

Professor Gonzales gave contributions on his violin, a "phone fiddle" and on a curious instrument called.

Miss Rachel Wong, a pupil of Miss Violet Capell, gave a solo dance Bacchantes.

The popular "What Nots" were again in evidence, and jazz tunes and well sung songs were thoroughly enjoyed.

Then came "The Flying Fools" (Messrs. Hawkins and Beaver).

Mr. Harry Ore was good at the piano with Liszt's "Hungarian Rhapsody No. 2" and Chopin's "Nocturne," which met with well earned applause. Mr. G. D'Aquino, with that accomplished pianist, Signora C. de Guzman, as accompanist, again pleased the audience with well sung opera selections. He was particularly good with Tosti's "A Vucchella," which gave full scope to his pleasing voice. Mrs. H. Balaen gave a much appreciated violin solo, choosing as her piece H. Wieniawski's intricate "Legende," with piano accompaniment by Mrs. G. W. R. Griggs.

"Musical Verbsities" a Cameronian and a Comedy Sketch by the Brothers "Dido" were also enjoyable turns, whilst Messrs. Gonzalez, Danenberg and Silva with their Hawaiian melodies were very pleasing.

Prizes.

"Lucky Number" prizes were distributed by Mrs. Younghusband, assisted by Padre Bohn. These prizes which were presented by Messrs. Caldbeck, Macgregor & Co. were as follows:

2 Silver Watches.
1 Cigarette Case.
1 De Luxe Pipe.
2 Razors.
1 Belt.
15 Packs Playing Cards.

Cigarettes were contributed by the British-American Tobacco Co. as usual.

All the songs on the programme were accompanied on the piano by Mr. Rupert Baldwin, A.T.C.L., whilst the pianos were supplied by the Anderson Music Co.

AT THE "CHEER O"

At the "Cheer O" on Friday night, the weekly concert for Service men was well attended.

Mrs. Aubrey gave a violin solo accompanied by Mrs. F. Austin at the piano. The "Kittie Lassies" (Misses Betty Bone, Gwen Spier, Jessie Greig and Ina Cunningham) danced the Scotch Reel and Skip-ping Rope Dance and Mrs. Sanger, Mr. Bishop, Mr. Green, and Mr. M. Horde contributed some excellent songs, whilst Sergeant Hornor sustained the humorous side.

FAR EAST OLYMPIAD.

BRITISH EMPIRE WIN AT FOOTBALL.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, September 4th. At football yesterday the British Empire beat Japan 8-1 and to-day they defeated China 4-3.

Mr. C. T. Wang presented the prizes to the winners this evening at Pioneer Field.

The Filipino and Japanese participants are sailing from Shanghai to-morrow.

LAWN TENNIS.

[REUTER'S AMERICAN SERVICE.]

U.S. National Mixed Doubles.

New York, Sept. 4th. In the National Mixed Doubles, Mrs. Chapin and Borotra beat Mrs. Mallory and Tilden 7-5, 8-6, and Miss Bennett and Cochet beat Miss Bouman and Brugnon 6-3, 3-6, 6-4.

Johnston and Williams beat Lott and Dore 7-5, 6-4, 10-12, 8-6.

SUFFOCATED IN MOVING GRAIN.

REMARKABLE TRAGEDY AT A QUAYSIDE.

MAN DRAWN IN.

The extraordinary death of a man who was sucked into moving grain and slowly suffocated, despite a brave attempt at rescue by two of his workmates, was the subject of an inquest at Wallasey.

The victim was Edward Owens, aged sixty-three, of Birkenhead, who was working as a foreman in discharging a cargo of grain into the Liverpool Dock Board warehouse on the quayside at Seacombe.

The grain was being sent down a shoot into the warehouse, where there were 250 tons, 12 feet high, and then down a grid to endless belts. Owens was going round to fetch a rope when he slipped and was sucked into the moving grain.

He called out and two of his mates each seized a hand. They were both drawn in to their waists but he was fairly to rescue Owens and he was slowly submerged before the machinery could be stopped.

Only Owens' hands remained visible. Twenty minutes passed before his body was recovered.

The jury found that Owens was suffocated by misadventure.

It was stated that this was the first accident of the kind that had occurred at the grain warehouse.

ROMAN TRIUMPHAL ARCH SITE.

PROBLEM OF KENT RUINS SOLVED.

As a result of recent researches on the site of Richborough Castle, Kent, archaeologists on the spot have decided that the cruciform arches, hitherto the subject of much discussion, were really the foundation of a marble-clad structure forming one of the great triumphal arches which the Romans were wont to erect as memorials of victory. Thus it is very likely that they would erect such an arch in the first century to commemorate the Claudian invasion of 43 A.D.

The discovery of much carved and worked marble, such as was used for encasing a building, lends colour to the idea. In the further researches which the Society of Antiquaries are carrying out it is hoped that some portion of marble containing an inscription bearing on the point will be found. Only a few odd letters have been found on the marble thus far unearthed.

SUNRISE AND SUNSET IN HONG KONG.

FOR SEPTEMBER, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date.	Sunrise.	Sunset.
Sept. 5th.....	6.07 a.m.	6.38 p.m.
6th.....	6.07	6.37
7th.....	6.07	6.35
8th.....	6.08	6.34
9th.....	6.08	6.33
10th.....	6.08	6.33
11th.....	6.08	6.32
12th.....	6.09	6.31
13th.....	6.09	6.30
14th.....	6.09	6.29
15th.....	6.10	6.28
16th.....	6.10	6.27
17th.....	6.11	6.26
18th.....	6.11	6.25
19th.....	6.11	6.24
20th.....	6.11	6.23
21st.....	6.12	6.22
22nd.....	6.12	6.21
23rd.....	6.12	6.20
24th.....	6.12	6.19
25th.....	6.12	6.17
26th.....	6.13	6.16
27th.....	6.13	6.15
28th.....	6.14	6.14
29th.....	6.14	6.13
30th.....	6.14	6.13

ZOO'S SINCE NOAH.

CHINA HAD THE EARLIEST.

ANG BRIGHTON TO HAVE THE NEXT.

A writer, using the non-de-plume of "Hippopotamus," writes the following article, entitled "Zoo Since Noah," to the *Western Weekly News* (Plymouth).

So Brighton, following in the wake of Edinburgh, Manchester, and, more recently, Bristol, is to have a Zoo of its own by Whitstide next year! An agreeable sign surely that this mechanical age of ours is not yet so mechanical that it has lost interest in this ancient joy of every civilization.

The first of them? "And of every living thing, two of every sort shalt thou bring, into the ark." That is the definition of the perfect Zoo. And the most perfect Zoo in the world was Noah's Ark. The origin of the legend of the Flood is of course of uncertain date, but Noah, whatever opinions may be held as to the authenticity of him and his Ark, will certainly remain the patron saint of all Zoos. And how many eminent scientists, naturalists, or anatomists were inspired in their childhood by the green-roofed ark, with its yellow ochre camels, orange and black tigers, very woolly sheep and, of course, Mr. and Mrs. Noah very stiff and robust, all standing on their little circles of bright green grass!

The World's Oldest.

For hundreds and hundreds of years, there have been toy Noah's Arks; and for thousands, if not millions, of years there have been Zoos. Fragmentary and unreliable scraps of evidence indicate that the ancient Egyptians had them; as the Egyptians' worship of animal gods is an authentic fact, they may possibly have held some animals in a sacred captivity.

But the first Zoo in the world about which we have positive information existed in China about 1,000 years before Christ. It was founded during the reign of the first Emperor of the Chou dynasty, and it was called the Intelligence Park. Its object was solely scientific and educational. Here scientists, sages, and students used to congregate to study the lives and habits of animals.

The Romans kept menageries, too, but for a different purpose from that of the Chinese. The animals kept at Rome were destined to be slaughtered at gladiatorial shows, and nobody ever thought of studying them and gaining information about their habits. The most popular animals were those with a fierce disposition, and an Emperor's menagerie would consist of giraffes, hippopotamuses, lions, tigers, elephants, leopards, camels, rhinoceroses, and bears.

In Germany and France.

The first Zoo in Germany was not founded until as late as 1554. There were probably others, but there is no definite information about any before this date. The Zoo was built in Dresden, and belonged to the Elector Augustus I. Zoos seem to have had a curious attraction for French monarchs, five of whom did quite good collections. Philip VI. started a menagerie in the Louvre in 1333; Charles V. had three—at Conflans, Tournelles, and Paris; Louis XI. formed a Zoo at Plessis les Tours, which was taken after his death to the Louvre, destroyed by Henry III., and restored by Henry IV. Louis XIII's Zoo at Versailles gave French scientists valuable material there for half-a-century, although it very nearly disappeared in the Revolution. It was later attached to the Paris Museum of Natural History, and today it is known as the Jardin des Plantes.

Royal Founder of Our Own Zoo.

In England the history of Zoos is not connected with such a list of Royal personages as that of France. Only one King, Henry I., owned a menagerie. He established it at Woodstock, in Oxfordshire, early in the 12th century. It was transferred to the Tower of London, where it remained for 600 years until it was destroyed round about 1528 when our present Zoo was founded. There are roughly about one hundred Zoos existing throughout the world to-day, the largest of which is the Zoological Park at Bronx, New York.

But the London Zoo is the nearest approach to the standard set by Noah of having an example of every creature. London does not by any means have every species, but it does have more than any other Zoo. It is rapidly becoming the best equipped and most modern Zoological garden in the world, and its popularity with the public grows steadily. The new monkey house which will be opened shortly is really an astonishing example of forethought and scientific design. With its heated, cork floor, its swing doors, its vitreous roof allowing the sun's ultra-violet rays to bring health to its chattering tenants and the well-ventilated outer building, it would have surely astonished the Roman Emperor, and delighted the hearts of those ancient Chinese of the Chou dynasty.

But what would Father Noah have thought of ultra-violet rays in the Ark!

FIVE YEARS AHEAD IN INDUSTRY.

NEW ERA IN AGRICULTURE: CHEMICAL RESEARCH PROGRESS.

[BY SIR ALFRED MOND.]

Chemicals form the foundation of young grass. Feeding experiments with this will be made during the coming autumn and winter.

I believe that during the next five years, as a result of chemical research, a new era will have dawned in British agriculture.

I have dealt with agriculture first, because it is of profound importance, and because its position at the moment is bad. Chemical research will help every other great industry.

Oil from Coal.

Before the end of the next five years we shall undoubtedly be manufacturing large quantities of oil from coal in this country. The German I.G. have already developed a process, and plants are now being erected on a full commercial scale.

In this country equally the process will be developed, and its exploitation will undoubtedly greatly relieve our depressed coal industry. Preliminary arrangements for the exploitation of the process as soon as it is commercially possible have been made, and the product will be marketed through existing oil companies.

In the production of heavy alkalis we are also developing, and there is an ever-increasing demand.

Great strides have also been made during the last few years in the British dye industry, and the industry is now in a position to supply the whole of our requirements. On the technical side, it is well developed, and recently both American and German dye industries have utilised processes.

During the next five years we shall have made very great developments towards the production of synthetic alcohol and synthetic vitamins. Already it is possible to produce Vitamin B synthetically.

Labour Policy.

The co-operation of labour in industry is, of course, essential, and I may say we are now formulating a labour policy for Imperial Chemical Industries, Ltd., based upon the principles of profit-sharing, works councils, welfare schemes, workers' shares, and co-operation in every possible direction. We hope and believe that, as a result, we shall maintain industrial peace, and happy relations. It is my endeavour to extend the personal touch between all employees of Imperial Chemical Industries and those directing the concern.

With regard to the European situation generally, there are tendencies at work which are towards the creation of an economic state of Europe. Europe realizes the wealth and strength of the United States, and by the formation of cartels is protecting its position and enabling it to stand on an equal footing for negotiation and competition.

The consumptive power of America is so great that I do not think she will invade European home or foreign markets. Great Britain stands apart. She has a still richer economic unit. The British Empire is potential the greatest productive and consumptive unit in the world.—*Evening Standard*.

Greater Milk Supply.

In one instance, with a reduced acreage, eighteen dairy cows and heifers were added to the farm. As a result of the use of the new artificial fertiliser, with the scientific system of rotational grazing, we have developed the milk production, in this case increased by 3,000 gallons, while the total bill for purchased foodstuffs was reduced by nearly £400.

The importance of such research work to agriculture can, therefore, be seen. We are now manufacturing a new cattle feed, consisting of a cake of dried and compressed

Twain Tyrants.

MR. BIRRELL ON FASOISTS AND BOLSHIEVISTS.

THE "LIBERAL FRAME OF MIND."

"The boundaries between the old party divisions have become terribly mixed," said Mr. Augustine Birrell in an amusing speech at the Liberal Summer School at Cambridge. The subject was "What is the Liberal frame of mind to possess when considering political questions of the day?"

"There are people who count themselves Tories who, when you talk to them, not so much in public—who would talk to a Tory in public—(laughter)—but in private strike you as being almost as good as Liberals, while there are certainly some professed Liberals who, when you talk to them, either in public or in private, seem worse than Tories."

"Human nature being the odd compound it is, there will always be some people who, despite all the efforts of Chancellors of the Exchequer, cannot help becoming multi-millionaires, just as there are others who, despite all that is said about the value of independence, will insist on becoming paupers."

"Nevertheless, I, as a good Liberal, will cherish the ideal of a nation where there shall be neither multi-millionaires nor paupers. (Cheers.) Can it be denied by the kindest heart that both these classes, in some at least of their manifestations, are mighty offenders? (Laughter.)

No Need For Labels.

"A good Liberal, particularly if he does not need to stand at the next election, avoids the use of shibboleths. (Laughter.) Do not place too many labels on your luggage. Avoid the words 'Surely' and 'Must.'"

"Whenever I hear the word 'Must' I am reminded of the old-fashioned Elton headmaster who said, 'Boys, you must be pure in heart, boys, you must never see God. Boys, he added, 'if you are not pure in heart I will flog you' (Laughter.)

"Is there not to-day," asked Mr. Birrell, "a tendency more and more to confound what is called the State and what is properly called the Social organism?"

"Those two movements now called Fascism and Bolshevism, different in their origin, are alike in this—they are both founded on the same hatred of personal liberty. They make no disguise about it. They glorify and exalt in language which old-fashioned people call blasphemous, the State, by which they only mean the Government which they have captured."

"Anyone who does not subscribe to their view, they say, is a traitor and an outlaw."

"There is another movement, called Socialistic, not yet quite completely organized, but many of its advocates would regiment all the ranks and occupations of social life, and anyone who rebels against that discipline is called a blackleg—traitors against the State, black-legs against society."

"How can the love of liberty live in either climate? It cannot. Yet if liberty perishes and the just claims of individuality are disallowed, there is an end of Liberalism and all that pertains to it."

"EMPRESS OF AUSTRALIA."

DETAILS OF A FINE-LINER.

The following appears in a current issue of the *Canadian Pacific*, the official bulletin of the Canadian Pacific Steamships and Canadian Pacific Railways:—

The Canadian Pacific *Empress of Australia*, which made her first voyage in the Company's trans-Atlantic service, leaving Southampton and Cherbourg westbound on June 25th and Quebec eastbound on July 6th, is surpassed by no vessel afloat in the beauty and luxurious equipment of her public rooms and cabin accommodation.

Her principal dimensions are:—Length, 913 feet; breadth, 73 feet; depth, 46 ft. 2 inches (upper deck); gross tonnage, 21,853; displacement, 22,500. She is propelled by twin screws and burns oil fuel.

She has a straight stem, elliptical stern, three funnels, and two masts and presents a very smart appearance; she is the first "three-stacker" to ply the St. Lawrence.

Very spacious accommodation is provided for 400 first-class, 144 tourist third cabin, and 632 third-class, together with a crew of about 500.

Luxurious Staterooms.

The first class accommodation is arranged on decks A, B, C, D and E in large staterooms which are fitted for one to three persons, all with beds, there being no upper berths in any of the first class staterooms. There are also eight large suites with private bath, etc., two of which situated amidships on "B" deck consist of dining room, saloon, bedroom, bathroom, maid or valet's room and also a large trunk room, the saloon situated at the ship's side being fitted with large square windows which give it an extremely light and airy appearance. On the same deck there are also two other suites, each of which contains a sittingroom, bedroom, bathroom and large trunk room and are so arranged that if necessary another bedroom can be included. The other suites on B deck are arranged so that they can be let as a large bedroom with private bath or as a sittingroom, bedroom and bathroom, there being sliding doors between the bedroom and sittingroom. There are also two large suites, each comprising sittingroom, bedroom, bathroom and large trunk room located amidships on "C" deck. All these suites, and the ordinary staterooms as well, are equipped in a particularly lavish manner, they are all supplied with hot and cold fresh running water, and they have all been completely overhauled and redecorated.

Dining Room and Lounge.

The first class dining saloon on "C" deck can accommodate over 320 people at one sitting, with tables arranged for parties of two to eight persons, and there are also two small private dining-rooms off the main saloon each capable of seating 20 persons at tables which accommodate four persons each. The main dining saloon is one of the most striking in the Canadian Pacific fleet. It has a very large central dome which gives the greater part of the room a two-deck height and this dome has large windows opening on to "B" deck passageways and three large carved brass electroliers in the roof. The decorations are after the style of the French Regency, the walls and ceilings being white enameled with gilt enrichments, and the furniture is of mahogany. There is a musicians' gallery at the after end of the saloon.

The first class lounge on "A" deck is decorated in Empire style and one of its chief features is the absence of pillars, the roof being built on the cantilever principle with large decorative glazed dome. Four large carved and gilt electric light torchieres, together with the ceiling lights, provide brilliant illumination and the room has ten large oriel windows. The floor is of parquet spread with carpets, the centre carpet being removable so as to provide dancing space. Furniture is of satinwood with carved and gilded enrichments, and the upholstery is silk with curtains to correspond, and the appointments include a magnificent Steinway grand, concert piano beautifully enriched with bronze.

The first class drawing-room on "A" deck adjacent to the lounge is in Louis Seize (XVI) style and finished in white enamel with gilt enrichments; it contains china cabinets, bookcases, writing tables, easy chairs and settees.

Other Apartments.

The first class smoke-room on "A" deck is in Louis Quatorze (XIV) style with oak-paneled walls and white ceiling, tapestry and leather-covered chairs and settees, card tables, writing tables and cigar cabinets. At the after end of "A" deck, there is a tastefully decorated verandah cafe.

The first class writing-room on "A" deck, opening off the main entrance hall is decorated after the period of Louis Seize with tiled walls and white enameled ceiling and mahogany furniture. The main entrance hall itself is finished in white enamel and is lighted from a large circular dome; from it two wide staircases and two passenger elevators lead to all the first class accommodation.

On the port side of "A" deck there is also a gymnasium for first class passengers, furnished with all the latest apparatus and appliances and in charge of a competent instructor. On "E" deck there is a large swimming bath for first class passengers, decorated in Pompeian style and fitted with individual dressing-rooms, lavatories and showers, and there is also a thoroughly up-to-date electric bath on "C" deck, on which deck are located the barber shop and ladies' hair-dressing parlour.

In addition to the foregoing there are a children's room, a shop, information bureau, railway ticket office, stenographer, manicurist, etc.

The first class promenade space is very extensive, there being over 300 feet on "A" deck and 100 feet on "B" deck and the forward end of "A" deck is screened off in steel with large glass windows for about 70 feet on inside.

Comfortable 3rd Cabin Accommodation.

The tourist third cabin passengers are accommodated on "E" and "F" decks in staterooms for two, three and four persons each, all large, well fitted up and many of the "Bibby" type. The tourist third cabin dining saloon is on "C" deck and has white enameled walls and ceiling and accommodates 148 people at one sitting. On "B" deck there is a lounge decorated in white enamel, with silk paneled walls and satinwood furniture, and a smoke-room with mahogany paneled walls and white ceiling and fitted with writing tables, card tables, seats and armchairs upholstered in green leather. There is ample promenade space for the tourist third cabin passengers on "C" deck.

The third class accommodation is on decks E, F and G, and it has all been completely remodelled and new public rooms and staterooms added so as to bring the third class up to the most modern requirements. The third class forward and aft have each their own dining saloon, lounge and smoke room. The after dining saloon has been enlarged and now seats 180 people at one time and a large new lounge has been fitted up on "D" deck aft similar to those on such vessels as the *Mellita*, *Minnesota* and *Montcalm*. It is decorated in teakwood and oak in modern style. There is a new third class children's room on "C" deck aft, at the forward end of the ship a new dining saloon has been provided on "B" deck, capable of seating 124 persons and decorated in teakwood and oak with enameled pillars. On "D" deck forward there are a new lounge and smoke room decorated similarly to the dining saloon. The third class staterooms are very spacious and accommodate two or four and in a few cases six people each; they are all fitted with wardrobes, washbasins, seats, etc., in most modern style.

Details of Equipment.

Every possible appliance for the safety and comfort of passengers has been provided. Submarine signalling and electric clocks are fitted, also the modern type of gyro compass, which various automatic devices give increased safety in navigation, and the vessel has been fitted with new bilge keels to minimize rolling and also with special heeling tanks at the side by means of which she can be kept upright at all times.

The ship is ventilated and heated in a very elaborate manner, the air of the public rooms and cabins being changed automatically every few minutes without creating any draught.

The cargo working equipment is operated by powerful steam winches and meets the most modern requirements. New cargo insulated compartments have been fitted up at the after end of the vessel.

When the *Empress of Australia* was being overhauled on the Clyde, she was given a complete new installation of turbines and boilers to produce her designed speed of 18½ knots or about 21 land miles per hour.

While construction of the *Empress of Australia* was begun in 1913, she was not completed until 1923, owing to delays caused by the Great War and, though she is only four years old, an additional amount approximating \$2,000,000 has been spent on her during the last few months.

The *Empress of Australia* is commanded by Captain R. G. Latta, the well-known skipper of a *Empress of Scotland* on her Round-the-World Cruises. The next Cruise Round-the-World is to be made by the *Empress of Australia* leaving New York on December 2nd, 1927.

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UNITED STATES SHIPPING.

FOUR CARGO LINES TO BE SOLD BY SHIPPING BOARD.

36 SHIPS INVOLVED.

The Merchant Fleet Corporation was directed on July 12th by the Shipping Board to draw up plans and specifications for the sale of four trans-Atlantic cargo lines and to supply the board with a report on current operating conditions of these lines. The four services involve 36 ships, aggregating a total of 294,680 tons.

The services include the American Seacraft Line, operating from the north Atlantic to Scandinavian and Baltic ports; the American France Line, operating from the North Atlantic to French ports; the American West African Line, operating from the north Atlantic to the west coast of Africa, and the American Palmetto Line, serving trade out of south Atlantic ports to continental European destinations.

The American Seacraft Line now flies the flag of Moore & McCormack, and includes seven vessels of the 8,000-ton type. The American France Line is operated for the Government by the Cosmopolitan Shipping Company from the ports of New York, Philadelphia and Baltimore, to Havre, Denmark, Bordeaux and St. Nazaire, and includes nine steel cargo ships having an aggregate tonnage of 13,141.

The West African Line, operated by A. H. Bull & Co., includes ten vessels ranging in deadweight tonnage from 7,500 to 8,750 tons, is from New York, Boston, Philadelphia and Gulf ports to West African destinations and ports in Canary Islands, Azores, Madeira and St. Vincent. The South Atlantic Steamship Company, of Savannah, Ga., operates the American Palmetto Line, including eleven ships of 7,500 and 8,500 tons, from Gulf ports to the United Kingdom and other European ports.

The American Palmetto Line was sold a year ago to the Carolina Steamship Company, but the board took the tonnage back when difficulties arose which prevented operation without loss. Recently Brigadier General A. C. Dalton, President of the Fleet Corporation, made a visit of inspection to the Gulf ports, and found the shipping there anxious to improve harbour facilities and showing a disposition eventually to bid on tonnage out of these ports.

The board also considered the sale of West Coast tonnage to-day, but voted to postpone action on proposals to advertise the three Pacific Coast lines until October, pending a report from the Fleet Corporation on the general trans-Pacific situation.

The lines involved are the American Australia Orient Line, the Oregon Oriental Line and the American Orient Mail Line. The report of the Fleet Corporation, which will be made after an investigation instituted, will deal with the routing of the three lines. The corporation is asked to recommend any alterations which it feels would be in the interest of procuring satisfactory disposal of these ships to private interests. —North China Daily News.

SMUGGLING BY MOTOR-BOATS.

SILENT CRAFT ON SOUTH-EAST COAST.

QUESTION RAISED IN THE COMMONS.

The question of the revival of smuggling on the South-East Coast of England was recently raised in the House of Commons when Colonel Harry Day asked the Secretary to the Treasury whether his attention had been called to the fact that smuggling operations were being carried on in the caves of Sussex, Essex and Kent, and whether the officers of his department had investigated the matter, and with what result.

Mr. R. McNeill replied that he was aware of recent correspondence and articles in the Press with regard to alleged smuggling operations on the South Coast. It would be against the public interest to give any particulars.

Colonel Day: Can the Right Hon. gentleman say whether investigations have taken place?

Mr. McNeill replied that the authorities were perfectly aware of what was going on.

Mr. Will Thorne: Have any of the smugglers been caught?

Mr. McNeill: Not so far as I am aware.

Cargoes of Contraband.

That there may be some smuggling going on at lonely parts of the Kent coast is not denied in official quarters, but information to hand shows that the running of cargoes of silk, spirits and perfume by fast motor-boats has not

NEW GREYHOUND OF THE SEA.

HALF SHIP, HALF AIR CRAFT.

FRENCHMAN'S EXTRAORDINARY INVENTION.

A French naval engineer, named Jean-Paul Michel, has invented an ocean liner that is half ship and half airplane, called *The Greyhound of the Sea*, guaranteed to cross the Atlantic in sixty hours at a speed of fifty miles an hour.

It is unlike any other ship or airplane previously built, though an Italian company at Genoa is now constructing a "mystery boat" along similar lines.

The Greyhound of the Sea will be driven by two propellers in the bows, but instead of sailing through the water like a ship it will glide over the waves. There is no rudder and a water rudder, but there are no underwater propellers. A type of skids fitted underneath will help the vessel to slide over the waves.

"I know exactly how it will perform when it is finished," exclaimed Mr. Michel, who is a graduate of the leading French technical school. "I have been testing different models for almost fifteen years, and finally I found one that fulfilled all my expectations."

"My only large experimental ship, which is about 150 feet long and has accommodation for thirty persons, is now being built in my shipyard near Toulon. It is more than half finished and the first thing I intend to do when it is ready is to travel to New York in two days and three nights."

Fuel From the Sea Water.
The Greyhound of the Sea will carry practically no fuel apart from a little oil for an emergency motor, for Mr. Michel has invented a process of extracting sodium from the sea, transforming it on board ship into a gas and using this gas to run a special motor, the details of which are a secret. The most important room on board will be a laboratory near the stern where a chemist will supervise this process.

M. Michel claims that there is such an abundance of this fuel in the ocean that he could travel on it as long as his ship held together, but as a precaution he is installing a small oil engine until the new system has been tested in practice. *The Greyhound of the Sea* will resemble a submarine, with horizontal fins at the sides. Her top will be enclosed entirely except for a promenade deck near the stern. She will be smokeless. She will not be able to fly, although at high speed she should skim across the waves' crests.

She is being built of thin steel, for lightness. High speed will be attained by reducing friction with the sea rather than by powerful motors.

reached anything like the proportions of days gone by, when fishermen were the chief offenders. To-day there still exist in Folkestone fish market secret cellars which 50 years ago were extensively used by fishermen for storing contraband.

The fisherman has gone out of business, and his place has been taken by young men fired with adventure. The sailing-boat has been superseded by very speedy motor-boats which specially silenced engines. These craft draw very little water, so that they can be run close in shore.

With the rate of exchange so much in our favour and the high duties imposed on Customs goods, smuggling to-day on the South-east Coast is proving a most lucrative business.

Few Watchers.

A few years ago the number of coast watchers was cut down for economy reasons, and one man has a wide area to cover.

There are still lonely stretches of coast between Dover and Hastings where to land a cargo of contraband and get it away to London by motor without being detected is not difficult.

Fast motors, it is known, are used for hurrying contraband cargoes to special depots in London, and it is estimated that several hundred pounds can be easily made with one boatload of contraband.

On dark nights it is not unusual to see strange lights twinkling out at sea. Mysterious yachts are sometimes spotted close to shore. Not arrests have been made, but special watches are being kept.

Strange Ships.

In the Brighton and adjoining districts smuggling is not carried on on a large scale, as Excise officials keep a vigilant eye on those favourable places of coast at one time famed for smuggling adventures.

A strange ship has sometimes been seen lying well out to sea at nightfall, and it is thought just possible that a small boat might run ashore with a light cargo of contraband goods which could at once be carried inland to a convenient hiding place by others in the secret.

PASSENGERS.

ARRIVALS.

European passengers per s.s. *Kwama Maru*, from London and ports, on September 4th:—For Hong Kong: Capt. G. H. R. Abbott, Mr. J. Alves, Mr. F. de Larn Reis, Mrs. M. Hughes, Miss J. E. Honess, Mr. K. E. O'Connor, Miss O. M. Russell, Mr. and Mrs. L. G. Gonzalez, Master C. Gonzalez, Miss A. Gonzalez, Mr. J. C. Morrison, Mrs. L. R. Morrison, Master J. L. Morrison, Master M. K. Morrison, Capt. M. Stanton. Among passengers passing through on their way to Shanghai and Japan were: Mr. J. A. Erichsen, Mrs. J. I. L. Erichsen, Miss H. Erichsen, Master E. Erichsen, Miss I. Erichsen, Mr. A. Feragen, Mr. T. Sayle, Master A. Sayle, Master A. Sayle, Mr. J. B. Watson, Miss L. L. Wilson, Miss P. H. Wilson, Mr. D. Benjamin, Mrs. Benjamin, Miss B. Benjamin, Miss L. Benjamin, Misses S. Benjamin (2), Misses E. Benjamin (2), Mr. G. de Bassan, Mrs. M. Sternberg, Mr. E. H. Shibbeth, Mr. C. F. Stephens, Prof. R. A. Del, Mrs. R. H. J. Del, Mr. E. M. Wade, Mrs. C. Wade, Mrs. D. Winter, Miss M. Winter, Mr. R. V. Woodland, Mr. F. Virginia, Mr. J. C. Benham, Mr. R. J. Redd, Mrs. C. Redd, Mr. D. Ramsay, Mr. E. A. Anticic, Mrs. A. D. Anticic, Mrs. F. E. Baker, Master A. B. C. Baker, Mr. J. C. Woods.

DEPARTURES.

Per P. & O. s.s. *Morea*, for Straits and Europe, on September 4th:—From Shanghai: Mr. and Mrs. C. Arvet and child, Mrs. M. Beras, Lt. J. R. S. Brown, Mrs. Brown, Mr. and Mrs. A. Borghy and infant, Mr. and Mrs. W. Bailey, Mr. and Mrs. Burke, Mr. F. Coombs, Lt. Col. P. H. Caldicott, Col. G. Carpenter, O.B.E., D.S.O., Mr. T. T. Chung, Mrs. C. W. Drake, Mr. J. L. Driver, Gdsman, Ellina, Capt. G. R. Guinness, C.B., Flying Officer S. J. Gilbert, Capt. M. Glover, Mrs. Hudson, Mr. W. E. Hancock, Mrs. H. Jackson, Pay-Comdr. G. C. Kiddie, A/Q.M.S. K. Long, Mrs. Luard, Mr. A. Milligan, Mr. C. A. Maxwell, Pte. Moulder, Mr. O. B. Payne, R.Q.M.S. Seely, Mr. M. Sadique, Mrs. Taylor and infant, Mr. E. A. Thompson, Mr. T. R. Vallis, Major F. S. Woodhouse, Mr. Wu, Marine R. Whittore, From Hong Kong: Serjt. H. Bridges, R.A.M.C., Mr. L. Byrde, Mr. and Mrs. N. M. Currie, Mrs. and Mrs. C. E. Ferguson, Squadron Leader C. E. W. Foster, R.A.F., Mr. and Mrs. A. Fothergill, Mr. M. Griffiths, Mr. A. E. Ellis, Mrs. Hing, Mr. R. C. Matthews, Mr. M. R. C. Munroe, R.A.F., Mr. G. Naylor, Mr. A. M. Pilling, R.N., Mr. J. F. M. Robertson, Mr. H. Routledge, Mr. and Mrs. E. Rowe, Mr. Sam Sui Kin, Mr. A. L. Shark, Capt. R. A. Slater, Mr. W. H. Stowell, Williams, Mr. P. P. J. Woodhouse, C.I.E., and Mrs. P. P. J. Woodhouse.

VESSELS EXPECTED.

Achilles (Blue Funnel), due Sept. 13th.
Adams (Blue Funnel), due Sept. 20th.
Alipore (P. & O.), due September 12th.
Angers (M.M.), due September 13th.
Arifuna (E. & A.), due October 3rd.
Bolton Castle (Dodwell), due Sept. 24th.
Calcutta (Blue Funnel), due Sept. 12th.
Capitaine Faure (M.M.), due Sept. 20th.
City of Salford (Bank Line), due October 1st.
City of Tokio (Bank Line), due November 29th.
City of Wellington (Bank Line), due October 15th.
City of Winnipeg (Bank Line), due December 24th.
D'Artagnan (M.M.), due September 27th.
Demodocus (Blue Funnel), due November 17th.
Devanha (P. & O.), due December 23rd.
Diomed (Blue Funnel), due October 8th.
Empress of Asia (C.P.R.), due from Manila, Sept. 12th.
Empress of Canada (C.P.R.), due September 19th.
Equinox (Dodwell), due September 15th.
Eurylochus (Blue Funnel), due September 7th.
Eurypylos (Blue Funnel), due Oct. 25th.
General Metzinger (M.M.), due October 11th.
Japanese Prince (Furness, F.E.), due September 15th.
Kashgar (P. & O.), due November 20th.
Kashmir (P. & O.), due September 20th.
Keemun (Blue Funnel), due Sept. 21st.
Lahore (P. & O.), due September 20th.
Lycanor (Blue Funnel), due Sept. 8th.
(Continued on next Column.)

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "KEYBER".

ARRIVED HONG KONG ON 1st SEPTEMBER, 1927.
FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 21st October, 1927, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & Co., Agents.

Hong Kong, 2nd Sept., 1927. [5258]

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, September 4th.
Previous Day: 29.69, 29.68, 29.63.
Day: 29.69, 29.68, 29.63.
Barometer: 29.69, 29.68, 29.63.
Temperature: 88, 83, 89.
Humidity: 71, 85, 79.
Wind: Direction: W, SSW, SW.
Force: 8, 2, 3.
Weather: C, C, C.
Rain: 0.01, 0.00, 0.50.

Highest open-air Temperature, 3rd: 85.
Lowest open-air Temperature, 4th: 82.

B-Blue sky; C-Cloudy; D-Drizzle; F-Fog; L-Lightning; M-Mist; O-Overcast; P-Passing showers; Q-Squalls; R-Rain; T-Thunder.

HONG KONG TIDE TABLE.

From September 5th to 11th, 1927.

Days of Week	Month	Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Mon.	5	h. m. 2 19	5.9	h. m. 1 16	3.0
Tues.	6	h. m. 3 32	6.3	h. m. 0 21	2.5
Wed.	7	h. m. 4 51	6.8	h. m. 0 21	2.5
Thurs.	8	h. m. 5 58	7.0	h. m. 1 52	1.5
Fri.	9	h. m. 6 58	7.4	h. m. 0 13	3.9
Sat.	10	h. m. 7 43	7.8	h. m. 1 30	1.5
Sun.	11	h. m. 8 41	8.0	h. m. 2 18	1.0

Macedonia (P. & O.), due October 14th.

Malva (P. & O.), due September 15th.

Mantua (P. & O.), due November 11th.

Mongolia (P. & O.), due October 23rd.

Morea (P. & O.), due December 9th.

Nyanga (P. & O.), due September 21st.

Oanfa (Blue Funnel), due November 10th.

Orestes (Blue Funnel), due October 30th.

Phenix (Blue Funnel), due Oct. 31st.

Porthos (M.M.), due November 9th.

President Jefferson (A.M.L.), due this morning.

Proteus (Blue Funnel), due Oct. 22nd.

Sarpedon (Blue Funnel), due Oct. 20th.

Si-Kiang (M.M.), due October 21st.

Sphinx (M.M.), due October 24th.

St. Albans (E. & A.), due to-day.

Sumatra (Swedish East Asiatic Co., Ltd.), due September 24th.

Taklira (B.I. & Apar), due Sept. 12th.

Talamba (B.I. & Apar), due to-morrow.

Talma (B.I. & Apar), due Sept. 13th.

Tallghius (Blue Funnel), due Nov. 15th.

Tandu (E. & A.), due November 7th.

Teiresias (Blue Funnel), due Oct. 18th.

Thova (B.I. & Apar), due Sept. 23rd.

Thebes (Blue Funnel), due October 1st.

Tyndareus (Blue Funnel), due Oct. 2nd.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.
FROM U.S.A.

THE Motor Vessel "OLYMPIA" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 9th September, 1927, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before 16th September, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 9th September, 1927, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hong Kong, 3rd Sept., 1927. [5292]

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENGLOE".

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 23rd instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 2nd Sept., 1927. [5259]

HAMBURG-AMERIKA-LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "SAARLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th September, 1927, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 5th September, 1927, at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

All Claims must reach us before the 15th September, 1927, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

JEBSEN & CO., Agents.

Hong Kong, 31st Aug., 1927. [5277]

HAMBURG-AMERIKA-LINIE.

Including

HUGO STINNES LINIEN

COMBINED FREIGHT AND PASSENGER SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

S.S. "EMIL KIRDORF" ... due here on or about the 17th Sept.
S.S. "HESSEN" ... due here on or about the 22nd Sept.
S.S. "SAARLAND" ... due here on or about the 27th Sept.
S.S. "EMIL KIRDORF" ... due here on or about the 30th Oct.
S.S. "HESSEN" ... due here on or about the 1st Nov.
S.S. "SAARLAND" ... due here on or about the 7th Nov.
S.S. "EMIL KIRDORF" ... due here on or about the 23rd Nov.

HOMEWARD.

Sailings for Europe via Manila, Singapore, Colombo & Port Said:—

S.S. "ODENBURG" ... sailing from here on or about the 10th Sept.
S.S. "ADOLF VON BAERER" ... sailing from here on or about the 22nd Sept.
S.S. "SAARLAND" ... sailing from here on or about the 27th Sept.
S.S. "EMIL KIRDORF" ... sailing from here on or about the 30th Oct.
S.S. "HESSEN" ... sailing from here on or about the 1st Nov.
S.S. "SAARLAND" ... sailing from here on or about the 7th Nov.
S.S. "EMIL KIRDORF" ... sailing from here on or about the 23rd Nov.

Calling at Genoa, Rotterdam and Hamburg.
Calling at Rotterdam and Hamburg.

For Freight, Passage and further Particulars please apply to

JEBSEN & CO.

13, Pedder Street. Tel. C. 2235.
61. Tel. C. 4754.

JAVA-CHINA-JAPAN-LIJN.

Yokohama Building, Hongkong.

REGULAR FOREIGN SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKARANG	BATAVIA	In Port.	5th Sept.	SHANGHAI, K'UNG.
TJIKREMBANG	SHANGHAI, K'UNG.	12th Sept.	8th "	BATAVIA
TJIBODAS	JAVA, MAKASSAR	12th "	14th "	AMOT & N. CHINA
TJIMANOEK	N. C. & AMOT	12th "	14th "	MAKASSAR & JAVA
TJIKARANG	BATAVIA	18th "	22nd "	SHANGHAI, K'UNG.
TJIKREMBANG	SHANGHAI, K'UNG.	18th "	22nd "	BATAVIA
TJIBODAS	JAVA, MAKASSAR	22nd "	25th "	AMOT & N. CHINA
TJIMANOEK	N. C. & AMOT	22nd "	25th "	BATAVIA
TJIKARANG	BATAVIA	2nd Oct.	6th Oct.	SHANGHAI, K'UNG.
TJIBODAS	SHANGHAI, K'UNG.	4th "	8th "	BATAVIA
TJIMANOEK	JAVA, MAKASSAR	10th "	13th "	AMOT & N. CHINA
TJIKREMBANG	N. C. & AMOT	10th "	12th "	MAKASSAR & JAVA

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

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ON SALE.

BOUND VOLUMES OF THE HONG KONG WEEKLY PRESS,

July to December, 1926.

CHINA NAVIGATION COMPANY, LIMITED.

AMOY, SWATOW & SINGAPORE ... "ANHUI" ... On 6th Sept., 6 a.m.

AMOY, SWATOW & SINGAPORE ... "ANKING" ... On 18th Sept., 7 a.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To
\$60 SINGLE AND \$90 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Telephone Central 36. Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS
Via MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
Excellent & Most Up-to-date First & Second Class Passenger Accommodation
HONGKONG TO SYDNEY—19 DAYS.

Steamers	Days Home Kops on or about	Sailing Kops on or about
TAIPING	8th September	13th September
CHANGTE	11th October	18th October
TAIPING	8th November	15th November
CHANGTE	9th December	16th December

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.
Telephone: Central 36. Agents.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF SYDNEY"	... Via Suez Canal	8th September.
S.S. "CLAYTON"	... Via Suez Canal	24th September.
S.S. "CITY OF BOMBAY"	... Via Suez Canal	24th September.
S.S. "THESEUS"	... Via Suez Canal	23rd October.
S.S. "CITY OF EASTBOURNE"	... Via Suez Canal	6th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice.
For Freight and Particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO
BOSTON
AND
NEW
YORK

M.V. "JAPANESE PRINCE" ... 19th September, 1927

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3166. (Incorporated in Great Britain)
Telegrams: Furness. King's Building. [19]



LIGNES COMMERCIALES (Cargo Boats).
Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—
as "YALOU" about 5th September.

S.S. "CAPT. FAURE" due to arrive from DUNKIRK, LONDON,
HAVRE about the 20th September.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
ATHOS II	... A	12th Aug.	27th Sept.
ANGERS	... B	26th Aug.	11th Oct.
DARTAGNAN	... A	9th Sept.	25th Oct.
GAL METZINGER	... A	23rd Sept.	6th Nov.
SPHINX	... A	7th Oct.	20th Nov.
PORTHOS	... A	21st Oct.	4th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).
1st Class ... 29.00. 2nd ... 15.00. 3rd ... 8.00. 4th ... 4.00.
Through Tickets to London and Leading Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice).
For full Particulars apply to—
Cie des MESSAGERIES MARITIMES.
Telephone Central 740. 9, Quai de Bondy, Paris.

CONSIGNATIONS—TRANSIT—REPRESENTATION.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

September 2nd.

Fuh Tai, Chinese str., 1,018 tons, Newchwang, which port she left on Aug. 25th, with a cargo of beans, lying at buoy No. C38.—China Bornea Shipping Co.

Moji Maru, Japanese str., 2,901 tons, Capt. Y. Saejima, from Yokohama and Shanghai. The latter port she left on August 20th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Seitan, British str., 1,571 tons, Capt. A. C. Inglis, from Singapore and Hobson, with general cargo and firewood, lying at buoy No. B9.—Fook Nam S.S. Co.

Tai Sze Ma, Chinese str., 402 tons, Capt. Lo Yat Sun, from Kwong Chow Wan, with a general cargo, lying at buoy No. C37.—Wing Heung Co.

Tijkarung, Dutch str., 6,064 tons, Capt. P. Lema, from Sourabaya and Pandan. The latter port she left on August 20th, with sugar and general cargo, lying at buoy No. A10.—J.C.F.L.

September 3rd.

Deli Maru, Japanese str., 1,392 tons, Capt. K. Yageta, from Swatow, with a general cargo, lying at Stonecutters.—O.S.K.

Hop Sang, British str., 1,356 tons, Capt. W. J. Booker, from Canton, with a general cargo, lying at buoy No. B32.—Jardine, Matheson & Co.

Hydrant, British str., 561 tons, Capt. T. H. Ball, from Swatow, with a general cargo, lying at Chiu On Wharf.—Chiu On S.S. Co.

Olivebank, British str., 3,152 tons, Capt. J. T. Seongal, from Philadelphia and Manila. The latter port she left on August 31st, with a general cargo, lying at North Point.—Bank Line.

Dutkerk, Dutch str., 5,002 tons, Capt. J. H. H. Guether Mohr, from Kobe and Shanghai. The latter port she left on August 31st, with a general cargo, lying at buoy No. A2.—J.C.F.L.

Skyrmer, Norwegian str., 1,135 tons, Capt. R. Mathiasen, from Canton, in ballast, lying at Stonecutters.—Karsten Larsen & Co.

Tenka Maru, Japanese str., 1,578 tons, Capt. K. Nishino, from Karatsu, which port she left on August 23rd, with a cargo of coal, lying at buoy No. B50.—Y.K.K.

September 4th.

Foo Shing, British str., 1,423 tons, Capt. W. A. Balch, from Shanghai, which port she left on August 29th, with 1,152 tons of general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

Kashima Maru, Japanese str., 6,148 tons, Capt. S. Shiratori, from London via Singapore. The latter port she left on August 31st, with 1,000 tons of general cargo for Hong Kong and 5,800 tons in transit, lying at Kowloon Wharf.—N.Y.K.

Tijpanna, Dutch str., 2,775 tons, Capt. J. Simons, from Sourabaya and Manila, with sugar and general cargo, lying at buoy No. A2.—J.C.F.L.

Fu Sang, British str., 1,123 tons, Capt. R. C. Thompson, from Tientsin and Weihaiwei. The latter port she left on August 23rd, with a general cargo, lying at buoy No. M35.—Jardine, Matheson & Co.

CLEARANCES.

September 3rd.

Apoy, for Bangkok.

Bandoeng Maru, for Batavia.

Deli Maru, for Canton.

Fuh Tai, for Canton.

Hai Hong, for Swatow.

Hermes, for Balikpapan.

Kai Sang, for Swatow.

Kaijo Maru, for Swatow.

Kenkyu Maru, for Komomori Island.

Kweichow, for Weihaiwei.

Michael Jochen, for Swatow.

Moji Maru, for Singapore.

Olivebank, for Shanghai.

Outkerk, for Rotterdam.

Sanjin Maru, for Keelung.

Seitan, for Swatow.

Shingyu Maru, for Keelung.

Skyrmer, for Foochow.

Skyrmer, for Chinwangtao.

Tak Hing, for Antau.

Togo Maru No. 1, for Dairen.

Xuan Jeng, for Saigon.

September 4th.

Bermetin, for Kowloon.

Tijkarung, for Shanghai.



Dance Away Those Gorgeous Moonlit Evenings

The balmy evening, an interesting partner, the peppy music of the ship's orchestra—this will stand vivid in the memory of your voyage aboard the President Liners of the American Mail and Dollar Steamship Lines.

The magnificent President Liners are broad of beam and exceptionally steady. All are oil burners, swift express liners.

The public rooms are luxuriously appointed and inviting. All staterooms are outside, splendidly furnished and equipped with beds—no berths. Each room has hot and cold running water, also fans, wardrobe, thermos bottles and reading lamps. Private bath and showers in connection with many rooms perfect the travel comfort of these giant passenger liners.

The Cuisine is world famous. The deliciously prepared menus will delight you. And how the orchestra adds zest to your dining.

The decks are spacious. The Glass-enclosed Promenade always popular. Deck sports, open air swimming pool, movies, evening dances—everything has been done to make your trip a happy one. Unexcelled anywhere—is the courteous and efficient service accorded you by the trained personnel aboard the President Liners.

The great frequency of sailings and the liberal stopover privileges of the Dollar Steamship and American Mail Lines have made these giant passenger liners outstandingly popular among travelers.

WEEKLY TRANS-PACIFIC SERVICE

To SAN FRANCISCO and LOS ANGELES
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays

To SEATTLE and VICTORIA
The Short, Straight Route to America
Fortnightly sailings on Wednesdays

Pres. Grant ... Tues. Sept. 13th
Pres. Cleveland ... Tues. Sept. 27th
Pres. Pierce ... Tues. Oct. 11th
Pres. Taft ... Tues. Oct. 25th

Pres. Jefferson ... Wed. Sept. 7th, 4.30 a.m.
Pres. Lincoln ... Wed. Sept. 21st
Pres. Madison ... Wed. Oct. 5th
Pres. Jackson ... Wed. Oct. 19th

Special Through Rates to Europe, via United States, \$120, \$112.
Direct connections with all Atlantic lines. Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing.

To EUROPE and NEW YORK
ROUND THE WORLD
Fortnightly sailings on Tuesdays via Manila, Suez, Canal, Alexandria, Naples, Genoa, Marseilles, London and New York.

Pres. Harrison ... Tues. Sept. 13th, 6 a.m.
Pres. Monroe ... Tues. Sept. 27th, 6 a.m.
Pres. Wilson ... Tues. Oct. 11th, 6 a.m.

Pres. Grant ... Sept. 5th, 6 p.m.
Pres. Harrison ... Sept. 13th, 6 a.m.
Pres. Lincoln ... Sept. 13th, 6 p.m.

Pres. Cleveland ... Sept. 19th, 6 p.m.
Pres. Monroe ... Sept. 27th, 8 a.m.
Pres. Madison ... Sept. 27th, 6 p.m.

For Bookings, Passenger and Freight Information Apply to
Hong Kong and Shanghai Bank Building, Ground Floor
Telephone Central 2477, 2478 and 795
Cable Address "Dollar"

Dollar Steamship Line and American Mail Line

WITHOUT PURE BLOOD, HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It sweeps out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, joint or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and habitually straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.
English Price 3s. (other remedy). The VETARZO REMEDIES CO., General, 11, W. London, E.C.4. Unimpaired Dealers may try, or sell, on something else for extra profit—do not accept it. Look out for the VETARZO. The genuine has words "VETARZO REMEDIES" in Government Stamp. Sold by Leading Cash Chemists.

JAPANESE RESORTS PROVE POPULAR.

The spas of Europe and the famous watering places and bathing beaches of America will have nothing beyond the facilities to be afforded in the near future by Japanese seaside resorts, providing only that the present plans are carried through.

Officials of the American Mail Line in Osaka, reporting to headquarters in Seattle, state that some of these plans are on a monumental scale—already, for instance, at the Hamadera bathing beach, the long stretch of sand by the rolling breakers has been made a modern frolicking ground for thousands of bathers. A certain number of the large piers have been reserved especially for women, with sliding boards and diving stands. Rest-houses and dressing booths have been built along the beach, and the safety of all bathers is assured by the presence of the first aid corps (Continued at foot of next column.)

of the Osaka Medical College and the Osaka prefectural water police.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

TIENSIN via SHANGHAI	"CHIPSING"	Monday, 5th Sept., at 5 p.m.
CANTON	"FOOSHING"	Tuesday, 6th Sept., at 1 a.m.
STRAITS & CALCUTTA	"YUSANG"	Tuesday, 6th Sept., at 1 a.m.
TSINGTAU via SWATOW	"KUTSANG"	Tuesday, 6th Sept., at 3 p.m.
SHANGHAI	"CHAKSANG"	Wednesday, 7th Sept., at 10 a.m.
SHANGHAI	"YUENSANG"	Thursday, 8th Sept., at 10 a.m.
SANDAKAN	"HINSANG"	Saturday, 10th Sept., at 3 p.m.
TSINGTAU via SWATOW	"KWAISANG"	Sunday, 11th Sept., at 10 a.m.
OSAKA via AMOY, MOJI & KOBE	"LAISANG"	Tuesday, 13th Sept., at 7 a.m.
STRAITS & CALCUTTA	"NAMSANG"	Tuesday, 13th Sept., at 3 p.m.
TSINGTAU via SWATOW	"KWONGSANG"	Wednesday, 14th Sept., at 10 a.m.
TSINGTAU via SWATOW	"HANGSANG"	Sunday, 18th Sept., at 10 a.m.
OSAKA via AMOY, SHANGHAI, YOKOHAMA, MOJI & KOBE	"HOSANG"	Friday, 23rd Sept., at 7 a.m.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD.
GENERAL MANAGERS.
Telephone: Central No. 216.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENHARRY"	... (via Oran)	21st September
Motor Vessel "GLENDOCK"	... (via Oran)	19th October
Steamship "GARMARTHENSHIRE"	... (via Oran)	2nd November
Motor Vessel "GLENTERA"	... (via Oran)	30th November

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENLUCE"	... (via Hong Kong)	8th September
Steamship "GARMARTHENSHIRE"	... (via Hong Kong)	18th September
Motor Vessel "GLENBEG"	... (via Hong Kong)	29th September
Motor Vessel "GLENTERA"	... (via Hong Kong)	13th October
Steamship "GARMARTHENSHIRE"	... (via Hong Kong)	27th October

For Freight, Passage and further Particulars, apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

NORDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER AND FREIGHT SERVICE.



Cabin class: £73. 4s. Od.
Intermediate class: £48. 2s. Od.
To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CUBIC FEET AND 150 INTERMEDIATE CLASS PASSENGERS.	ARRIVAL AT HONG KONG	ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, ROTTERDAM & HAMBURG.
S.S. "SAARBRUECKEN"	...	24th Sept. 1927.
S.S. "COBLENZ"	... 27th Sept. 1927.	22nd Oct.
S.S. "FULDA"	... 24th Oct.	19th Nov.

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING.
S.S. "ROLAND" ... on or about 3rd October, 1927
S.S. "SCHLESSEN" ... on or about 2nd November, 1927
Calling at Marseilles besides the usual ports.
Calling at Tripoli and Marseilles besides the usual ports.

NEXT ARRIVALS FROM EUROPE:
S.S. "NUERNBERG" ... on or about 14th Sept. in Hong Kong.
For Freight, Passage and further Particulars, please apply to—

MELCHERS & CO.

Telephone C. 4557. 8, Queen's Building, Chester Road. HONG KONG. [30]

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

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HAIRANG ... Tuesday, the 6th September, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda-Analogue) or vice versa, and Return by the same Steamer at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.
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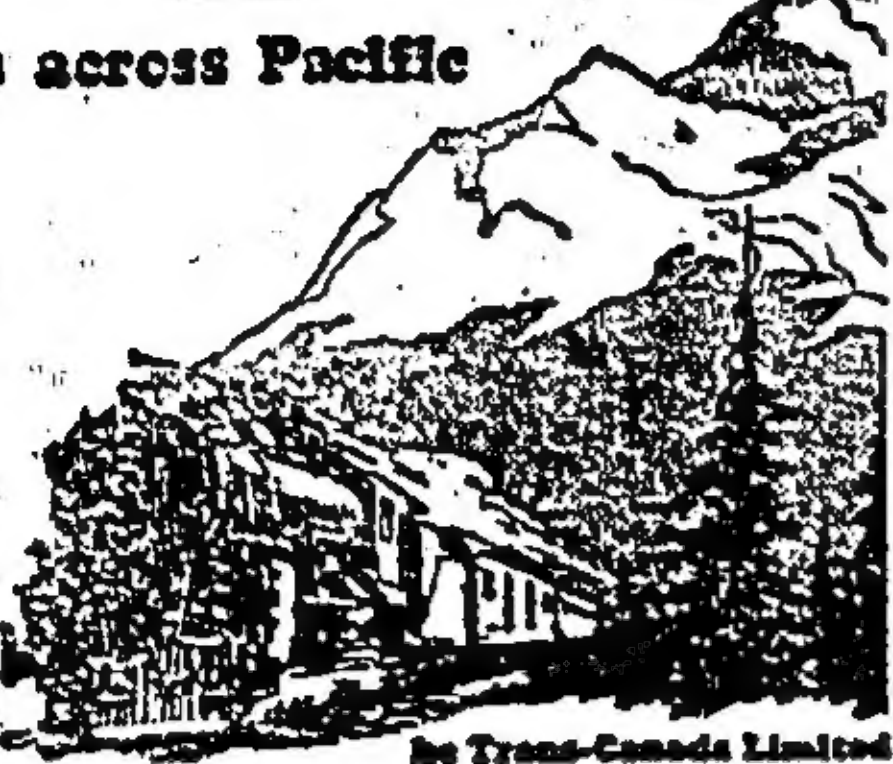
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THROUGH BOOKING TO EUROPE AT REDUCED RATES:
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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
KOREA MARU ... Tuesday, 6th Sept., 10 a.m.
SHINJO MARU ... Tuesday, 13th Sept., 10 a.m.
SIBERIA MARU ... Tuesday, 20th Sept., 10 a.m.
*Calls Los Angeles, Omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.
KAMU MARU ... Saturday, 10th Sept.
KATOEI MARU ... Saturday, 24th Sept.
ATSUTA MARU ... Saturday, 8th Oct.

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 21st Sept.
AKI MARU ... Wednesday, 18th Oct.

BOMBAY via Singapore, Penang & Colombo.
SADO MARU ... Saturday, 10th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
ANYO MARU ... Thursday, 29th Sept.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU ... Tuesday, 6th Sept.

NEW YORK and/or BOSTON via PANAMA.
TAKETOYO MARU ... Sunday, 11th Sept.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
LIMA MARU ... Friday, 21st Oct.

CALCUTTA via Singapore, Penang & Rangoon.
TOKUSHIMA MARU ... Monday, 12th Sept.
AKITA MARU ... Monday, 19th Sept.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Friday, 18th Sept.

SHANGHAI, KOBE & YOKOHAMA.
KASHIMA MARU ... Monday, 5th Sept.
OSAKA MARU ... Monday, 11th Sept.
HAKONE MARU ... Monday, 19th Sept.
PENANG MARU ... Tuesday, 20th Sept.
*Cargo only.

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Shipping News Week-End Statement, Waterfront News, etc.

WEEK-END FREIGHT RETURNS.

NOT MUCH CARGO FOR THIS PORT.

POOR ON SATURDAY: FAIR YESTERDAY.

The week-end freight returns have shown poor cargoes for this port. Considering the number of arrivals, Saturday's return was below the average although freight for ports beyond was fair. Yesterday's return showed very few arrivals, but freight for Hong Kong averaged approximately 1,000 tons per vessel. Through freights were above the average.

SATURDAY'S RETURN.

Saturday's return showed imports amounting to 6,808 tons for the twenty-four hours ended at 9 a.m., with four British vessels contributing 1,110 tons, and five vessels sailing, under other flags bringing 5,698 tons. The best consignment for this port was 3,881 tons in a Dutch ship, and 1,032 tons in a Japanese vessel.

Through freight totalled 16,984 tons, with 5,900 tons carried in four British ships, the best entries being 3,000 tons and 2,100 tons.

In three vessels of other nationalities there were 11,184 tons, with one ship entering 3,900 tons, one 3,324 tons and the other 1,900 tons.

Arrivals and Departures for the twenty-four hours ended at 9 a.m. on Saturday were as under:—

	Arr.	Dep.
British	5	4
Japanese	1	1
Norwegian	0	1
Chinese	3	5
Dutch	1	0
American	0	1
Total	10	12

Cargo Carriers.

The cargo carriers were as under: S.S. *Sietan* (British) from Singapore and Hoihow, 450 tons general for Hong Kong and 300 tons for other ports.

S.S. *Benglow* (British) from Manila, 500 tons general for Hong Kong, and 3,000 tons for other ports.

S.S. *Morea* (British) from Shanghai, 30 tons general for Hong Kong and 2,100 tons for other ports.

S.S. *Hydrangea* (British) from Swatow, 130 tons general for Hong Kong.

S.S. *Hop Sang* (British) from Canton, 400 tons general for other ports.

S.S. *Tjikara* (Dutch) from Sourabaya, 3,681 tons general for Hong Kong and 5,900 tons for other ports.

S.S. *Niji Maru* (Japanese) from Shanghai, 1,032 tons general for Hong Kong and 3,324 tons for other ports.

S.S. *Tai Ma* (Chinese) from Kwong Chow Wan, 285 tons general for Hong Kong.

S.S. *Fuh Tai* (Chinese) from Newchwang and 1,900 tons for other ports.

S.S. *Poo Sang* (Chinese) from Kwong Chow Wan, 400 tons general for Hong Kong.

S.S. *Trinkel Maru* (Japanese) from Wakamatsu and Karatsu, with 3,908 tons of coal.

(Continued on next Column.)

DAILY WATERFRONT NEWS.

LOCAL AND OTHER PORT HAPPENINGS.

INTERESTING GLEANINGS FROM NEAR AND FAR.

(BY LONGSHOREMAN.)

Embezzlement of Dollar Line Funds.

Sixto Acuña, an employee of the Robert Dollar Steamship Company in Manila, was charged last week before Judge Revilla by Fiscal Felix with having embezzled funds of his company amounting to P.2,903. Between July 19th, and August 8th, while in the passage department of the steamship company, Acuña received P.2,903, the value of 17 steerage passages from Manila to San Francisco, California, the complaint alleged. Instead of turning over that sum to the cashier of his company, as was his obligation, he misappropriated it to his own personal use.

(Continued on next Column.)

YESTERDAY'S RETURNS.

With only seven arrivals for the period ended at 9 a.m. yesterday there was quite a fair return of cargo for this port, and a good through freightage.

The total freight for this port was 7,394 tons, of which two British ships brought 2,256 tons, one carrying 7,656 tons. Three vessels under other flags contributed 5,138 tons, a Japanese having 3,908 tons of coal on board, and other ship 1,230 tons of general freight.

Cargo for other ports totalled 15,823 tons, with 4,736 tons in two British ships, one ship alone carrying 4,100 tons. In three vessels of other nationalities there were 11,087 tons, one ship carrying 3,227 tons and a second 7,340 tons.

Arrivals and Departures for the twenty-four hours ended at 9 a.m. yesterday were as under:—

	Arr.	Dep.
British	2	2
Dutch	2	8
Norwegian	1	2
Japanese	2	5
Chinese	0	4
Total	7	21

Cargo Carriers.

The cargo carriers were as under: S.S. *Clive Bank* (British) from Philadelphia and Manila, with 600 tons of general for Hong Kong and 4,100 tons for other ports.

S.S. *Tu Sang* (British) from Tientsin and Weibaiwei, 1,635 tons general for Hong Kong and 659 tons for other ports.

S.S. *Tjikara* (Dutch) from Sourabaya and Manila, 1,290 tons general and 5,900 tons bean oil, sugar and general for other ports.

S.S. *Oostkerk* (Dutch) from Kobe and Shanghai, with a nil entry for this port and 7,540 tons of miscellaneous cargo for other ports.

S.S. *Skyrmer* (Norwegian) from Canton, in ballast.

S.S. *Dei Maru* (Japanese) from Swatow, with 50 tons of general cargo for this port, and 300 tons for other ports.

S.S. *Trinkel Maru* (Japanese) from Wakamatsu and Karatsu, with 3,908 tons of coal.

Foreign Men of War:—French, *Grénone*; U.S.S. *Pampanga*.

(Continued on next Column.)

prejudice of his employer, the complaint also averred. Bail for the temporary release of the accused was placed at P.1,500.

Manila Harbour Tragedy.

Manila Bay claimed another victim last week when a Filipino was drowned while fishing from the breakwater.

The fisherman was about 30 years old, weighed 110 pounds, was 5 feet, 3 inches tall, and wore a dark bathing suit. His fishing line became entangled in some underbrush several yards from the breakwater. He swam to recover, his hook but was unable to swim back. Staff Sergeant James Wyatt of the Air Corps at Camp Nichols who was also fishing on the wall saw the man sink. He immediately took off his clothing and dived to the rescue but after several attempts was unable to locate him. Wyatt reported the incident to the police at 10.55 a.m.

Japanese Liner Arrives.

Arriving from Middleborough and ports yesterday, the s.s. *Kashima Maru* disembarked 155 passengers at this port, of whom 21 were first-class, 11 second-class, 39 steerage, and 84 deck passengers. Going through to Shanghai and Japan ports are 109, of whom 84 are travelling first-class, 17 second-class, 7 third-class and 14 steerage.

Typhoon Weather.

Arriving from Kwang Chow Wan, the *Poo Sang* reported that she had encountered typhoon weather.

Homeward Bound.

Sailing for Europe and London on Saturday, the P. & O. s.s. *Morea* took the Home mails, and also had on board 40 cabin passengers from Shanghai, and practically the same number from Hong Kong.

"President" Liners.

Two "President" liners are due in port to-day. The s.s. *President Grant* is due from the North with American, Canadian and Shanghai mails, and the *President Jefferson* is coming in from Manila.

Dangerous Goods.

Dangerous goods were manifested yesterday in returns from the *Clive Bank* (British) from Philadelphia and Manila, with 4,000 cases of kerosene; the s.s. *Tjikara* (Dutch) from Sourabaya and Manila with 1,290 tons of general cargo; and the s.s. *Dei Maru* (Japanese) from Swatow, unspecified.

Asiatic Deck Passengers.

Out of ten arrivals during the 24 hours ended at 9 a.m. on Saturday, only two steamers brought Asiatic deck passengers for the Colony. The total number entered was 1,256. The *Sietan* from Singapore and Hoihow brought 670 and the Dutch vessel *Tjikara*, from Sourabaya carried 68.

For the 24 hours ended at 9 a.m. yesterday there were only 12 Asiatic deck passengers entered.

WARSHIPS IN PORT.

Warships in port yesterday were: North Wall Basin, *Robin*, South Wall Basin, *Seraph* and *Seraph*; East Wall Basin, *Tarantula*; S.M. *J.15* and *L.19*; North Arm, *Vindictive*; In Dock, *Pozoglow*; Talkoo Dock, *Peterel* and *Tern*; Kowloon Dock, *Magnolia*; No. 2 Buoy, *Belgit*; No. 3 Buoy, *Hermer*; No. 7 Buoy, *Durban*; No. 8 Buoy, *Dance*; No. 10 Buoy, *Somme*; No. 12 Buoy, *Bluselli*; No. 13 Buoy, *Sirider*; No. 18 Buoy, *Ruthenia* and *Khariki*.

Foreign Men of War:—French, *Grénone*; U.S.S. *Pampanga*.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
* "NOVARA"	6,989	10th Sept.	Marseilles and London.
* "KIDDERPORE"	5,334	15th Sept.	Straits, Colombo and Bombay.
* "DEVANHA"	8,155	17th Sept.	Marseilles, London, Antwerp & Hull.
* "KEYBER"	9,114	1st Oct.	Straits, Colombo and Bombay.
* "MALWA"	10,986	15th Oct.	Marseilles and London.
* "NAUPORE"	6,283	20th Oct.	Straits, Colombo and London.
* "KASHMIR"	8,985	29th Oct.	Marseilles, London, Antwerp & Hull.
* "MACEDONIA"	11,120	12th Nov.	Marseilles and London.
* "MONGOLIA"	16,504	28th Nov.	do.
* "MANTUA"	10,946	10th Dec.	do.
* "KASHGAR"	9,005	24th Dec.	do.
* "MOREA"	10,953	7th Jan., 1928	do.
* "DEVANHA"	8,155	21st Jan.	do.
* "MALWA"	10,986	4th Feb.	do.
* "KEYBER"	9,114	18th Feb.	do.
* "MACEDONIA"	11,120	3rd Mar.	do.
* "KRIVA"	9,135	10th Mar.	do.
* "KASHMIR"	8,985	17th Mar.	do.
* "MANTUA"	10,946	31st Mar.	do.
* "KALYAN"	9,144	7th April	do.
* "MONGOLIA"	16,504	14th April	do.
* "MOREA"	10,953	28th April	do.
* "KASHGAR"	9,005	15th May	do.

* Does not carry passengers. * Passengers to Singapore only.

* Calls at Port Sudan. Does not carry 2nd class passengers.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
* "TALAMBA"	8,018	7th Sept.	Singapore, Penang and Calcutta
* "TALMA"	10,000	13th Sept.	do.
* "TILAWA"	10,005	30th Sept.	do.
* "TAKLIWA"	7,338	6th Oct.	do.

* Calls at Rangoon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
* "ST. ALBANS"	4,500	30th Sept.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
* "ABAFURA"	6,000	2nd Dec.	do.
* "TANDA"	6,856	30th Dec.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hio, Oahu, Kolombangara, Tawa, Finsch, Darwin, or other ports en route as indicated on the cards.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destination
* "ST. ALBANS"	4,500	6th Sept.	Moji, Kobe, Osaka & Yokohama.
* "TILAWA"	10,005	6th Sept. 6 a.m.	Amoy, S'hai, Moji, Kobe & Osaka.
* "ALIPORE"	5,373	13th Sept.	Shanghai, Moji, Kobe & Yokohama.
* "TAKLIWA"	7,338	15th Sept.	Amoy, Moji, Kobe & Yokohama.
* "MALWA"	10,986	16th Sept.	S'hai, Moji, Kobe & Yokohama.
* "DEVANHA"	8,155	22nd Sept.	Shanghai, Moji and Kobe.
* "LAFORE"	6,252	27th Sept.	S'hai, Moji, Kobe & Yokohama.
* "KASHMIR"	8,985	30th Sept.	S'hai, Moji, Kobe & Yokohama.
* "ABAFURA"	6,000	4th Oct.	Moji, Kobe, Osaka & Yokohama.
* "MACEDONIA"	11,120	15th Oct.	S'hai, Moji, Kobe & Yokohama.
* "MONGOLIA"	16,504	28th Oct.	do.
* "TANDA"	6,856	30th Nov.	Moji, Kobe, Osaka & Yokohama.
* "MANTUA"	10,946	12th Nov.	S'hai, Moji, Kobe & Yokohama.
* "KASHGAR"	9,005	24th Nov.	do.
* "ST. ALBANS"	4,500	6th Dec.	Moji, Kobe, Osaka & Yokohama.
* "MOREA"	10,953	10th Dec.	S'hai, Moji, Kobe & Yokohama.
* "DEVANHA"	8,155	24th Dec.	do.
* "MALWA"	10,986	7th Jan., 1928	do.
* "KEYBER"	9,114	21st Jan.	do.
* "MACEDONIA"	11,120	4th Feb.	do.
* "KASHMIR"	8,985	18th Feb.	do.
* "MANTUA"	10,946	28th Feb.	do.
* "MONGOLIA"	16,504	17th Mar.	do.
* "MOREA"	10,953	30th Mar.	do.
* "KASHGAR"	9,005	13th April	do.
* "MALWA"	10,986	27th April	do.
* "DEVANHA"	8,155	11th May	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

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m.v. "NANKING" ... 6th September

m.v. "DELHI" ... 27th September

m.v. "AGRA" ... 15th October

m.v

